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## American Railroad Journal.

New York, Saturday, May 10, 1873.

### Nashua and Rochester Railroad.

At the annual meeting of this company held in Nashua, N. H., on the 1st inst., the President, Francis H. Kinnicut, read the report of the directors, chief engineer and treasurer, which were accepted and ordered to be placed on file. A ballot for officers resulted as follows: Directors—Charles H. Waters, Croton; N. V. Whitehouse, Rochester; J. C. Eastman, Hampstead; F. H. Kinnicut, Francis H. Dewey, Worcester; Chas. E. Whitin, Whitinsville; E. B. Stoddard, Chas. W. Smith, Chas. S. Turner, Worcester; Aaron W. Sawyer, Frank A. McKean, Nashua; John Lynch, Portland; Joseph C. Burley, Epping; A. H. Dunlap, Nashua; Edward G. Wallace, Rochester. Clerk of the corporation—Aaron F. Stevens of Nashua. A resolution was passed fixing the capital stock at \$800,000; also a resolution authorizing the directors to apply to the New Hampshire Legislature for permission to issue bonds of the corporation to be secured by mortgages on the road to the amount of \$700,000. The reports and some remarks by Hon. A. H. Dunlap of Nashua, and Hon. John Lynch of Portland show that the building

of the road is progressing rapidly. The meeting was very harmonious.

## INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7.30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7.3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights, and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre. With nearly 500 miles of the road completed and in operation, the earnings for 1872 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

## JAY COOKE & CO.,

No. 20 Wall Street, New York.

### Northern Central Railway.

The directors of the Northern Central Railway Company held a stated meeting at Harrisburg, Pa., on the 28th ult., the president, J. D. Cameron, in the chair, Robert S. Hollins, secretary. Among other business transacted was the adoption of a resolution, "that it is inexpedient to declare the usual semi-annual dividend." It was stated by the president that the committee of five, viz.: Thomas C. Jenkins, Henry Webster, Henry G. Moser, A. London Snowden and John S. Irick, appointed at the general meeting of the stockholders held in Baltimore on the 27th of February, to negotiate with the Pennsylvania Railroad Company for the permanent lease of the Northern Central Railway, had not as yet submitted a re-

port to him. The report it is understood, will be submitted to the president in a short time, when it will be printed and furnished the stockholders by Mr. Hollins, twenty days from the holding of a meeting to take action on the report.

## JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

## EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

## Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

Messrs. BILLMEYER & SMALLS, Broad and Narrow Gauge Car-Builders, York, Pa., have recently enlarged their already extensive works and added thereto machinery suitable for the construction of every description of cars, and are now prepared to furnish any parts of narrow-gauge rolling-stock, well packed, ready for shipment by cars or vessels to all parts of the world. The trucks are of iron and steel, and may be shipped complete, ready to be placed under car-bodies at place of destination. They have made shipments in this way to South-America, the Islands, and to Washington Territory via the Isthmus and Cape Horn, and by rail to San Francisco.

The estimated earnings of the Kansas Pacific Railway for the week ending April 22 are: freight, \$46,446 06; passengers, \$30,885 63—total, \$77,331 69.



## Texas and Pacific Railway.

The San Diego, (Cal.) Union of April 22d, announces the commencement on the 21st, in that city, of the work of construction at the California terminus of the Texas and Pacific Railway, and then adds—

We are assured that the work now begun will be carried forward without cessation and with increasing energy; that the company will certainly expend in this city during the present year from three to four hundred thousand dollars; and that the whole road will be completed, so that our citizens may go through without change of cars to attend the grand centennial celebration of American Independence at Philadelphia in 1876.

## The Baltimore and Potomac Tunnel.

The Baltimore and Potomac tunnel, running through a portion of the western section of the city, is upon the verge of completion. It was begun in May, 1871, and the city ordinance giving the Baltimore and Potomac Railroad Company the right to construct the tunnel under the beds of certain streets requires the portion on those streets to be finished during the present month. This requirement will be complied with. The track-laying is now proceeding, about half a mile of the tunnel being already laid with double tracks of steel rails and stone ballasting. The tunnel is made with two open cuts, one of 200 feet, near Boundary avenue, and between Oliver and John streets, and the other of 845 feet, between Pennsylvania avenue and Fremont street. Exclusive of the open cuts the tunnel is 6,448 feet long, and with the open cuts 7,593 feet. It connects the Baltimore and Potomac Railroad with the Northern Central Railroad at North avenue bridge over Jones' falls, the portal of the tunnel being at the western abutment of the bridge. It then follows the line of Wilson street from Oliver street to John street. The first open cut, that between Oliver and John streets, will be kept open for ventilation and light. From John street the line follows Wilson street to Pennsylvania avenue, where it curves to the right into Winchester street. Here is the other open cut; it will be kept open for the reasons before stated and also for a depot, which will be located here fronting on Pennsylvania avenue. Passengers will descend by stairs from the depot to the track. Thence the tunnel runs still under the bed of Winchester street, to Gilmor street, where it ends, connecting with its road running into the open country. The distance between Bolton and John street, about 1,100 feet, is tunnel proper; that is, it was carried through by drifts wholly under ground. The other part of the tunnel was worked by making open cut, then arching the tunnel, covering it over and restoring the grade of the street. The sewers in some cases which the line of the tunnel crossed have been deflected and carried along parallel with the tunnel until the ascending grade of the latter allowed the sewers to pass above or below the arch. The most serious difficulty, and one not encountered in tunnelling outside of cities, arose from the streets being built up with houses on each side. To prevent the earth caving in and causing the houses adjacent thereto to crack and settle, it was necessary to make the sides of the cut vertical, and to support them with heavy timber. The tunnel is constructed so as to almost insure stability and safety.

The masonry at the abutments all along the tunnel rests on solid rock, clean sand or gravel, with haunch backing stone all the way up the sides of the cut. Some springs were struck, but as the tunnel is entirely down hill to Jones' falls, the water has simply been turned into the tunnel and drained into the falls. The arch is turned with five rings of brick and well backed with rubble masonry. The side walls are of massive masonry, of Cockeysville marble, rock faced, but dressed at beds and joints.

The following are the officers under whose direction the tunnel has been built: Thomas Seabrook, general manager Baltimore and Potomac Railroad; Israel Smith, acting chief engineer;

H. H. Carter, engineer in charge of the tunnel; Thomas Rutter, contractor for the tunnel. The cost of the tunnel, it is estimated, will be about \$2,000,000. It is expected the cars will be running through the tunnel somewhere about the first of June next.

The Western Maryland Railroad connects with this tunnel at Fulton avenue. The Union Railroad tunnel 3,410 feet long, begins at the western portal of the Baltimore and Potomac tunnel, running under the bed of Hoffman street to Bond street, whence the open track of the Union Railroad passes to tide water at Canton. The greatest depth of cut of the Union tunnel is 66 feet, and of the Baltimore and Potomac tunnel 55 feet. The Union tunnel is also nearly completed.—*Balt. Sun.*

## Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1872, as follows, viz:

Revenue from railroads.....	\$822,770 05
Revenue from canals.....	293,788 79
Net profit on 566,724 tons Lehigh coal.....	146,493 15
Royalty on coal mined by lessees.....	69,397 88
Net profit on real estate sold.....	27,708 45
Net profit from rents.....	66,597 82
Miscellaneous receipts.....	1,673 07

Total.....\$1,428,429 21

Less general expenses.....\$97,246 70

Less rent and taxes Nesquehoning Valley Railroad.....136,500 00

Less rent and taxes Delaware Division Canal.....188,701 40

Less loss on 232,980 tons Wyoming coal.....37,980 33

Taxes chargeable to canals.....\$9,394 14

Taxes chargeable to coal and coal lands.....75,225 92

Taxes on interest.....39,000 53

Taxes on capital stock and surplus of 1871.....24,615 79

Taxes on landed property and improvements.....14,894 36

Balance of interest account for 1872.....163,130 78

Total.....\$1,704,355 55

1,428,429 21

Deficit.....\$275,926 34

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1871 was as follows, viz:

	1872.	1871.
Tons.	Tons.	Tons.

From the Wyoming region.....1,497,304 1,297,561

From the Upper Lehigh region.....205,018 111,758

From the Hazleton region.....241,701 217,117

From the Beaver Meadow region, via Nesquehoning R.R.....168,094 88,665

From the Beaver Meadow region, via Lehigh Val. R.R.....109,737 71,727

From the Mahanoy region.....13,836 6,551

From the Lehigh Coal and Navigation Company's Lehigh mines.....549,115 486,827

From sundry shippers.....8,400 2,572

Total.....2,792,705 2,277,778

Distributed as follows:

	1872.	1871.
--	-------	-------

Delivered east of Mauch Chunk by railroad.....1,672,832 1,331,053

Delivered east of Mauch Chunk by canal.....767,094 740,733

Consumed along the line above Mauch Chunk.....75,259 70,901

Delivered to connecting lines in Wyoming Valley.....232,104 105,225

Delivered to Lehigh Valley Railroad at Packerton.....15,801 29,866

In stock at Hazardville.....29,615 .....

Total.....2,792,705 2,277,778

Showing an increase of.....514,927

The production of the company's mines was as follows:

	1872.	1871.
Tons.	Tons.	Tons.
From the Summit mines.....	498,866	462,128
From the Room Run mines.....	67,858	48,983
From the Newport mines.....	102,263	112,785
From the Plymouth mines.....	136,667	.....

Total.....799,654 623,846

Shipped by railroad.....434,883 259,924

Shipped by canal.....309,534 337,004

Sold at mines and Mauch Chunk.....12,362 9,214

Used at planes, &c.....10,482 12,154

In stock at Hazardville and elsewhere.....32,393 5,550

Total.....799,654 623,846

Showing an increase of.....175,808 .....

From mines under lease:

	1872.	1871.
Tons.	Tons.	Tons.

From Sugar Notch mines, Wilkesbarre C. & I. Co., lessee.....112,667 110,245

From Cook estate, Wilkesbarre C. & I. Co. lessee.....41,973 27,963

From Greenwood mines, E. Borda, lessee.....60,596 7,739

Total.....215,236 145,947

Showing an increase of.....69,289

The foregoing statements show a very satisfactory increase in the amount of business of the railroads, with a moderate increase in canal tonnage, and in our coal productions.

Notwithstanding the increased volume of business, the profits were less than in 1871, owing to the extremely low price of coal during the year.

## RAILROADS.

The receipts from passengers show an increase of about 15 per cent., and from miscellaneous freights of about 20 per cent. over 1871. While the amount of coal delivered on the line and forwarded east of Mauch Chunk for the year exceeded the amount in 1871 by 365,566 tons, the receipts therefrom were less by \$229,790.57 than for transporting the smaller amount in 1871.

The tonnage of—

	An average of	Received per ton.	Per ton per mile.
1869 was transported. 64.17 m.	\$1.28	\$0.02	
1870 " 63.75 "	1 05	01.55	
1871 " 66.07 "	1 13	01.73	
1872 " 60.55 "	78	01.36	

At the rate of 1871, the receipts from transportation of coal in 1872 would have been in excess of the actual amount received therefrom the sum of \$607,500, of which our one-third would have amounted to \$202,500.

The lessee, with our concurrence, is double-tracking the Lehigh and Susquehanna Railroad from Easton to Penobscot, a distance of eighty-three miles. More or less work has been done on all sections excepting between Penn Haven and White Haven, and a considerable portion of the work will be completed and in use next summer. Large additions have been made to the equipment, and every preparation is being made for the wants of the increased business which the coal companies tributary to our roads are prepared to give us.

## CANALS.

Owing to the cold weather in the early spring our canals were not opened for business until the 7th of April, and they remained open, without material interruption, until closed by ice on the 7th of December.

On the 28th of June the tonnage was 165,836 tons in excess of last year, but this amount was gradually reduced until the excess at the close of the season was only 26,361 tons. During September, October, and November usually our best months, the falling off was very large, due principally to the dullness of the coal market.



The amount received for tolls on—

740,733 tons in 1871, was ..... \$522,221 69  
767,094 tons in 1872, was ..... 446,965 51

Less in 1872..... \$75,256 18

Which accounts for the reduced net revenue in 1872. At the rates of tolls current in 1871 the receipts in 1872 would have been \$130,000 larger than they were without any increased expense. We have been steadily improving the condition of the canals, and they are stronger now than ever before.

COAL.

The production of our Lehigh mines was 55,663 tons in excess of the previous year. While the prices realized were unusually low, the cost of production was materially increased by the duplication of expenses connected with the gradual changes from gravity road to Nesquehoning Valley Railroad, from Mauch Chunk to Nesquehoning Valley Screen Building for the second preparation, and to Hazardville for shipping into the canal. The changes have all been made, and we anticipate favorable results from them during the coming year. From the improvements at the mines referred to in our last annual report we derived very trifling advantage during the past year, but they will have progressed sufficiently by the opening of navigation next spring to increase materially the production and diminish the cost.

The small production of our Newport mines was due to the repairs to the brakers during the first half of the year, and the scarcity of men and the difficulty in selling coal later in the year. The red ash coal from our Plymouth mines has given general satisfaction, and commands ready sale.

Improvements in progress on our Greenwood property by the lessee have opened a large amount of fine coal, proving it to be of as great value as we have ever estimated. We expected a large increase of revenue from that property during 1873, but the recent destruction of the breaker by fire will delay the realization of the increase. The breaker belonged to the lessee and the company sustained no loss by the fire.

The deliveries of coal from our city yards to factories and families amounted in 1872 to 55,845 tons. We find this a very satisfactory way of selling coal, and expect to increase materially the amount thus disposed of. The total amount of coal mined by the company and its lessees in 1872 was over a million of tons, and the profit realized therefrom was small. Had the prices at which we sold in 1871 been realized on the sales in 1872, the net result of our coal business would have been at least \$400,000 in excess of the actual profit realized therefrom.

The privilege of converting the loan of 1867, due in 1877, into stock expired on the 10th of December last, and but a small amount was converted. We offered to the holders of the loan to extend the privilege for five years if they would also extend the maturity of the loan five years, and pay 24 per cent bonus. Loan to the amount of \$689,100 was thus extended, leaving \$762,779 18 of the original issue outstanding at the close of the year, besides the amount pledged as collateral security for loans of money to the company.

The amount of this loan authorized

by the action of the Board in October, 1867, was ..... \$3,300,000 00  
There is now outstand'g. \$762,779 18  
There has been converted into stock ..... 45,000 00  
807,779 18

Leaving as the amount of loan extended by the action of the Board

on December 3d last ..... \$2,492,220 82  
Of this amount there was issued in exchange for the original loan .... 689,100 00

Leaving available as collateral security for loans or for other purposes

of the company ..... \$1,803,120 82  
Of which amount, \$419,000 was at the close of

year outstanding as collateral security for loans.

The new year opens with good promise for coal interests. Although the quantity of anthracite sent to market in 1872 exceeded that in 1871 over three and a quarter millions of tons, there was no surplus at the end of the year, and the markets are likely to be bare when navigation opens next spring.

The new iron furnaces in process of construction, the activity of the iron trade generally, the enlarged area of consumption, the increasing demand for ocean steamers, and for export, indicate that the wants of 1873 will greatly exceed those of 1872.

This last was a season of unusual regularity in coal production and transportation, and if there is any less regularity in 1873 it will be difficult to supply the demands of the market.

Our interests are all dependent on the condition of the coal trade, and if that prospers we prosper, and we are glad to feel that the promise of the year we have just entered upon is favorable.

The mines of the company have not, for many years, been in as good a condition as they will be on the opening of canal navigation; and we anticipate a considerable increase in their production. Other companies shipping from the Wyoming and Beaver Meadow regions by our railroads and canals are preparing to increase their shipments largely, so that we need only that the coal shall sell at fair prices to yield us a large return from the business of the coming year.

BALANCE SHEET, January 1, 1873.

Lehigh and Susq. R. R. construction and branches.....	\$12,463,465 43
Lehigh Navigation and shipping pockets.....	3,000,000 00
Shipping improvements—Hazardville.....	75,640 26
Coal Lands—	
Lehigh Region.....	\$5,000,000 00
Wyoming Region.....	2,982,928 44
Greenwood lands and improvements.....	874,198 27
Coal Improvements—	
Lehigh Region.....	\$1,396,178 30
Wyoming Region,	
Plymouth.....	282,445 34
Wyoming Region,	
Sugar Notch.....	250,000 00
Wyoming Region,	
Newport.....	200,520 32
Wyoming Region,	
Hanover.....	444 72
Summit Hill R.R. & improvements.....	2,129,588 68
Landed property & improvements.....	95,989 08
Canal equipment.....	1,022,740 89
Mining Equipment—	
Lehigh.....	195,090 76
Newport.....	\$288,912 35
Plymouth.....	89,040 80
	51,660 59
Supplies on hand.....	429,614 04
Tools and Stock in Mines—	
Lehigh.....	94,441 39
Newport.....	\$194,028 48
Plymouth.....	63,584 63
	16,745 62
Coal on hand.....	274,308 73
Contingent fund.....	214,509 07
Bills receivable.....	1,041,081 53
Bonds and mortgages.....	\$66,169 68
Ground and water rents.....	76,893 31
	175,002 54
Cash on hand.....	318,065 53
Balances due by agents and rents due company.....	352,694 13
Sinking fund under mortgage, 25-year gold loan.....	16,295 94
Gold loan assumed by Central R.R. Co. of N. J.....	1,689 58
Convertible gold loan, 1894, on hand.....	2,310,000 00
Balance of individual ledger.....	1,020,000 00
	253,219 17
	\$34,165,560 87

Capital stock.....	\$8,784,860 09
Loan of 1877.....	\$762,779 18
Loan of 1884.....	5,566,276 70
Loan of 1894 (convertible gold).....	1,909,000 00
Loan of 1897 (railroad).....	2,000,000 00
Loan of 1897 (gold).....	4,916,500 00
Loan of 1911 (consolidated mortgage).....	116,000 00
Loan of 1881 (Nauticoke).....	9,000 00
Loan of 1882 (convertible).....	689,100 00
Greenwood mortgage loan, due February 1, 1892.....	819,000 00
Do. due October 1, 1877 (L. S.).....	140,000 00
	16,927,656 88
Bills payable.....	3,708,488 86
Mauch Chunk drafts unpaid.....	167,564 07
Due boatmen and depositors—	
Mauch Chunk.....	282,454 96
Due C. R. R. of N. J., for L. and S. R. R. construction work.....	522,000 00
Ground rents, mortgages & dowers.....	66,460 67
Pay rolls charged to business of 1872, payable in January 1873.....	101,825 91
Vouchers charged to business of 1872, payable in January 1873.....	49,073 12
Unclaimed wages due and unpaid.....	6,894 95
Dividends due and unpaid.....	719 20
Profit and loss.....	3,479,415 63
Interest due January 1, and arrears.....	68,868 14
	\$34,165,560 87

At an election held February 25, 1873, the following named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year.

President.—E. W. CLARK.  
Manager.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Phillip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisouring, Samuel Thomas.  
General Agent.—J. P. LEBLEY.  
Treasurer.—SOLOMON SHEPHERD.  
Secretary.—F. MITCHELL.

City Passenger Railroad Cars.

Mr. JOHN STEPHENSON, of 47 East 27th Street, this city, has been engaged in the manufacture of city passenger railroad cars and omnibuses since 1831, and has succeeded in building up an immense business. Horse cars from his establishment being now in use in London, Liverpool, Birmingham, and Leeds, in England; Glasgow, in Scotland; Dublin, in Ireland; Brussels, Copenhagen, Lisbon, and Vienna, on the Continent; Buenos Ayres, Montevideo, Valparaiso, Callao, Rio Janeiro, Lima, and other cities in South America, and in Montreal, Quebec, Ottawa, and Halifax in British North America. The greater part of the horse cars used in New York are also made here. Some of the cars intended for England are provided with a light flight of stairs to the roof, on which are seats. In others for South America cushions are dispensed with, and the seats and backs are formed of long thin boards perforated with holes for ventilation, bent into a curved shape, the seats being concave and the backs slightly convex.

Rutland (Vt.) has two railroads under consideration; one from Barre to Worcester, and the other from Coldbrook to Princeton, uniting the Ware River road with the Boston, Barre and Gardner.



### Is there to be a Rival Seaport to New York on the North Atlantic?

A writer in the *Daily Bulletin*, in discussing the future of Virginia, makes the claim that a new and important seaport is to arise on the Chesapeake Bay which will be, so to speak, the Liverpool of the United States, the shipping port for the west, while New York remains the centre of financial exchanges. There is some movement afoot in connection with the deep-water extension of the Chesapeake and Ohio Railroad which gives color to the idea that a new and extensive shipping port is to be established not far from Hampton Roads which will become by reason of its advantages of exit and entrance a rival of the minor out-ports if not of New York itself. The *Bulletin* writer says:

The commercial eminence of New York did not come through merit of position, either looking seaward or westward. Until the tide waters of the Hudson could be fed by the fresh waters of the lakes, Philadelphia, although distant from the ocean, out ranked New York in foreign commerce. Norfolk Bay was more attractive to foreign shipping, and even Perth Amboy, on the Jersey coast, indulged not very unwise hopes of a successful competition. Previous to the completion of the Erie Canal Massachusetts Bay held more foreign ships than passed Sandy Hook, and Charleston, South Carolina, feared not the rivalry of Manhattan. When the canal was finished, giant strides were made, and New York not only distanced all competitors, but dwarfed almost every other Atlantic port, including Philadelphia, to a coasting trade. When Pennsylvania was aroused, she found no means of linking the navigable waters of Western rivers with tide-water within her own territory, but did what she could by rail and tow path. She had to wait the conception and birth of the larger enterprise—all rail: and it is only of late that a rivalry in ocean commerce has been rethought of under new auspices. To the north, the Hoosac Tunnel will open the gate which hitherto shut out Boston from a successful competition in Western traffic and ocean commerce. To the South, below Norfolk, no port can gain much beyond a local and sectional prominence. Baltimore, Philadelphia and Boston, all now splendidly equipped with carrying facilities for Western trade, can only, for various reasons, divide the fringe of foreign commerce, the body still continuing to enter and depart where the preponderating forces have been aggregated. The contest in the future, if there is need for any, will be between the harbor of New York and that of Hampton Roads (Norfolk and vicinity). Until the completion of the Ohio and Chesapeake Railway, such a contest was but a dream—now it is a tangible hope that has a precedent in the effects which had the Erie canal for the cause. Nor is that an idle hope. Assuming Cincinnati as the representative focus of Western traffic, Richmond is reached by water, 160 miles, and rail 420—580; Baltimore, 671; Philadelphia, 816; New York, 900. The great Valley of the Mississippi, with 25 millions of inhabitants, 16,000 miles of river navigation, and 31,000 miles of railroads, obtains an outlet on the Atlantic at Richmond, Norfolk or Yorktown, not hitherto equalled in respect to distance.

The maximum grade of the Chesapeake and Ohio, for 16 miles only, is 75 feet; a milder climate lessens winter obstructions; and Ohio is left at the highest point of free navigation at low water, easy curves and the deepest harbors, entrepôts with the readiest access from the ocean and the safest reached, never incommoded by ice, and less visited by the cutting winds of a Northern winter, may all be said to favor the speedy recognition of a route calculated to attract a through traffic of immense proportions.

From the eastern terminus to the Blue Ridge, agricultural lands are traversed by the Ohio and Chesapeake, which are not surpassed in respect to

natural fertility, location and surroundings by any lands in the North. In value and variety of agricultural products Eastern Virginia has not been equalled. The iron deposits which have enriched Pennsylvania are here duplicated and multiplied.

Timber and pasture lands abound on the lowlands and crown the mountain ranges. Passing into Western Virginia, we find a country, almost the whole area of which is underlaid with coal, oil, salt; the surface covered with timber, oak, walnut, hemlock, poplar, beech and ash; the soil rich, loamy and genial; the bottom lands fat, and the hills all arable; iron ore in abundance at hand and within easy reach; limestone, fire clay and building material in profusion; navigable rivers, a location central to North, West and South, and in the pathway of the great midland route of the Continent, which must cross two routes now running eastward from the Ohio to tide-water. Here we have a condensed view of a region of wonderful promise.

### Grand Trunk Railway of Canada:

REPORT OF THE DIRECTORS FOR THE HALF YEAR  
ENDING DECEMBER 31, 1872.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been £966,678. Deduct—The ordinary working expenses (being at the rate of 64.95 per cent, against 59.70 of the corresponding half of last year), £627,894; and renewals, &c., of the permanent way and works in the half-year debited to revenue, £165,399, making a total of £793,293, leaving an available balance earned in the half year of £173,385. Deduct loss on American currency, £24,195—balance, £149,190, in comparison with £160,894 at the corresponding period of 1871.

To this sum of £149,190 has to be added the balance carried from the net revenue account of last half-year of £1,653, making a total balance of £150,843. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £17,890, leaving the balance of £132,953 applicable for the following payments viz—

Interest on hired cars, temporary loans, &c. ....	£13,070
Atlantic and St. Lawrence lease (in full) ..	29,001
Detroit lease (in full) ..	11,250
Montreal and Champlain ..	12,081
Buffalo and Lake Huron ..	30,000
1st equipment bond interest ..	15,000
2d " " " ..	16,000
Balance carried forward ..	311
	£132,953

Comparing this half year with the corresponding period of 1871, the gross receipts show an increase of £31,337, or 3.35 per cent. There was an increase in the passenger receipts of £29,953, or 9.19 per cent, and in the freight receipts of £1,349, or 0.22 per cent. The total number of passengers carried was 984,525, against 961,432; and the quantity of freight was 797,935, against 789,231 tons. The average receipt per passenger was 6s. 6d., against 6s. 1d.; and per ton of freight 15s. 4d. against 15s. 5d.

The extraordinarily severe weather which set in towards the end of December caused an actual decrease in the traffic receipts for the last week of the year of nearly £13,000, and the change of the gauge between Sarnia and Fort Erie, carried out last November, caused for a time a considerable interruption in the general traffic; and from these two causes the gross increase in the traffic was considerably less than it otherwise would have been. It will be seen, however, that the steady growth of traffic to which reference has frequently been made in previous reports still continues, and that notwithstanding the exceptional causes referred to, a greater number of passengers and tons of freight were carried during the past six months than in any previous half-year.

The expenses for the half-year amounted, including the renewals as charged in the ordinary

revenue account, to £793,293, or 82.07 per cent of the gross receipts; as against £712,724, or 76.18 per cent for the corresponding six months of 1871. Excluding the renewals, the ordinary working expenses were 64.95 per cent, against 59.70 per cent. There was an increase of expenditure for the half-year of £69,326—at the rate of 12.41 per cent, against an increase of 3.35 per cent in the receipts. This additional expenditure was wholly due to the enhanced cost of fuel and other materials used in the working of the railway, and to a further rise in wages.

The number of miles of permanent way re-laid during the year was 236, of which 182½ miles were laid with steel. The total length of steel rails laid up to the 31st December last was 291½ miles. The number of sleepers laid in during the year was 909,564, against 673,703 in 1871. The ballasting of a further length of 174 miles was completed. It will be observed that the total charge for maintenance and renewals in the past half year was, for maintenance £78,031, and for renewals £193,138. In the previous half-year the charges for these items were, for maintenance £70,918, and for renewals £76,780. The total charge for 1872 was, therefore, £418,868. Of this amount, £27,739, representing the cost of laying in the track 2,905 tons of steel rails with fittings, &c., has been brought to the debit of a supplemental account. This account has been opened for the purpose of charging it with the cost of the additional quantities of steel rails intended to be laid on the line beyond the 14,000 tons already arranged to be included as part of the ordinary maintenance and renewals of the railway during 1873 and 1874. This extra quantity will amount in the present and two following years to 32,000 tons. To the credit of this supplemental account has been placed the sum of £82,737, a portion of the proceeds realized from the recent sale of the Atlantic bonds. It will be remarked from the engineer's report that the condition of the permanent way is more satisfactory than it has been for many years. The breakages of iron rails during 1872 have been 50 per cent less than in 1871. The cost of maintenance will materially diminish as steel rails are further substituted for iron rails; and ultimately the total sum for maintenance and renewals, when the main line has been relaid with steel, will not, it is expected, amount to much more than one-half of the sums above charged.

The total train-miles run were 3,474,208 against 3,642,556, showing a decrease of 168,348 miles; and there was a decrease in the car-mileage of 527,570 miles. The cost per train-mile in the locomotive department was 32.14 cents, against 26.40 cents. The increase in the item of fuel in this department was no less than £21,237, and the increase in the wages amounted to £5,701. These two items alone represent very nearly the increased cost of the working of the locomotive department in the half-year. In regard to the charges for "car hire," &c., it will be noticed that a large saving has been effected in consequence of the action by the president when he was in Canada last autumn in terminating certain onerous agreements that were then in force, and had several years to run, for the use of changeable-gauge car-stock. The saving thus made will not be less than at the rate of £50,000 a year.

The total addition to capital during the six months was £1,018,037, of which £464,075 was the capitalised interest on the four classes of preference bonds and stocks, and £316,926 was paid on account of the purchase of the Montreal and Champlain, under the terms of the agreement made with that company. The other items, less certain credits, are chiefly for new works, the details of which will be found fully set forth in the accounts themselves.

The receipts in American currency during the half year amounted to \$2,439,000, as against \$2,387,000, of which \$1,101,554 was converted into gold against \$956,599, entailing a loss of £24,195, against £18,183 for the corresponding period of 1871.

Having regard to the future, the directors have to report that their bill now before the Canadian



Parliament, containing the additional clauses adopted by the meeting held on 20th of March last, has been approved by the Government in respect of the postponed and contingent Dominion debt of £3,111,500, and that the railway committee of the Canadian House of Commons to whom it was referred, has reported favorably upon it. As was announced at the meeting referred to, the contractors for the new issue of £10,000,000 of ordinary stock have already deposited £100,000; and they are bound to place a further sum of £100,000, in the hands of the company within a fortnight after notice has been received of the passing of the bill. As soon as this last deposit has been paid the company will be prepared on the request of the contractors to issue the new stock. A further sum of £300,000 is then to be paid by the contractors within one calendar month from the date of payment of the last mentioned £100,000. The balance of £1,500,000 is to be paid by the following six instalments—viz., £200,000 on 30th September and 31st December 1873 and 31st March 1874 respectively, and £300,000 on 30th June, 30th September, and 31st December 1874 respectively. The directors have, as far as possible, made preliminary arrangements—with a view to the narrowing of the gauge from Stratford to Montreal during the present year—for placing on the line, by the time the narrowing is effected, of 125 additional narrow gauge engines, and for completing other important works in stations, sidings, and ballasting; and they will be better prepared, therefore, to give the necessary orders for the carrying out of the above improvements as soon as their bill has finally passed.

According to the latest advices from Canada, there is every reason to believe that the International bridge will be opened for traffic in August next. The traffic at present passing between Detroit and Buffalo, even with the limited carrying capacity of a ferry boat, exhibits gratifying results.

Further sections of the Intercolonial will also be opened during the present year, and will be of assistance to the traffic of the Eastern section of the Grand Trunk.

After the expenditure of the proceeds of the £10,000,000 of new ordinary stock which it is proposed to issue, the directors feel that a new condition of things will be established on the Grand Trunk. The line will be made equal, as regards permanent way and rolling stock, to any railway on the American continent. Canada and the western States of the Union in connection with it are advancing rapidly in population and wealth. There is now more reason than at any previous time to hope that the company will at last surmount its difficulties, and be placed in a fair way to realize that measure of success which the directors and proprietors have so anxiously and persistently labored, in spite of repeated disappointments, to achieve.

As, after the passing of the bill, the first and second preference bonds will become first and second preference perpetual stocks, due notice will be given as to the time when these bonds are to be sent to the office for conversion, and for the capitalization of the interest due upon them.

The directors who retire by rotation are Sir James Ramsden (who was elected by the board to fill the vacancy created by the retirement of Mr. Molson), Mr. Kirkman D. Hodgson, M. P., Mr. Grosvenor Hodgkinson, M. P., and Captain Tyler. These gentlemen are eligible, and offer themselves for re-election.

Much to the regret of the board, Mr. Grant has signified his intention of resigning the office of secretary, which he has held in Canada and in London for nearly twenty years, in order to accept a partnership in a London firm. That Mr. Grant should meet with advancement can surprise no one who know him, and the directors and shareholders will alike congratulate him on his improved position. During his long connection with the company, and especially in those periods of difficulty and depression which it may be hoped, are now at an end, Mr. Grant has never failed in those

qualifications of zeal, tact, and ability, which have enabled him on many trying occasions to render most important services to every interest concerned in the undertaking.

A vacancy has occurred amongst the auditors by the retirement of Mr. Child. It has been intimated to the board that the election of Mr. Grant to fill this vacancy would be highly satisfactory to the proprietors, inasmuch as Mr. Grant's intimate knowledge of the affairs of the company would render his services in that capacity exceedingly valuable, and that he will be proposed for election as one of the auditors.

#### Central Vermont Railroad.

A correspondent of the *Boston Advertiser*, writing from St. Albans, Vt., under date April 30th, gives the following account of the first steps in the organization of the new corporation that is to have charge of the interests hitherto managed by the Vermont Central Railroad trustees:

The commissioners named in the bill obtained at the last session of the Legislature to create the Central Vermont Railroad Company to take the place of the Vermont Central, met this afternoon in the parlor of the Weldon House to open the books for subscription to the stock of the new organization. Two of the committee were present, ex-Governor Stewart and Mr. Nichols. The commissioners are empowered to accept subscriptions on the first and second mortgage bonds at not less than their market value. The rate named is ten dollars for a second mortgage bond and forty dollars for a first mortgage, and upon cash subscriptions five per cent at the time of subscribing. Subscriptions were freely made, and in a very short time the amount was carried up to two million dollars cash subscriptions and one hundred and twenty-seven thousand dollars in second mortgage bonds. A list of the principal subscribers is appended, with the number of shares standing against their names: G. M. Rice, Worcester, Mass., 500 shares; J. H. Perkins, Boston, 250; J. G. Abbott, Boston, 150; J. H. Kimball, Bath, Me., 250; B. P. Cheney, Boston, 250; John B. Page, Rutland, Vt., 250; J. A. Brooks, Boston, 127; W. C. Smith, St. Albans, Vt., 250; C. T. Lincoln, North Bennington, Vt., 100; N. S. Colburn, Manchester, Vt., 100; J. G. McCullough, North Bennington, Vt., 100; A. O. Selover, New York, 1,000; G. N. Brown, New York, 3,000; A. McKinney, New York, 1,000; J. O. Hoyt, New York, 500; C. Meyer, New York, 2,000; Wm. B. Duncan, New York, 3,000; Joseph Clark, Milton, Vt., 200; J. G. Smith, St. Albans, Vt., 500; J. R. Langdon, Montpelier, Vt., 250; L. Barnes, Burlington, Vt., 250; Estes Howe, Boston, 200; L. Underwood, Burlington, Vt., 100; T. W. Park, North Bennington, Vt., 5,318.

It will be noticed that by far the largest amount subscribed is from parties in New York and the southwestern section of the State on the line of the New York, Boston and Montreal Railroad, which by securing the charter of the Vermont Central Railroad, becomes one of the most important corporations in this country. The public are not to infer from this that the interests of New England and of Boston are to suffer. It is understood, on the contrary, that every measure will be employed to put the line in the most thorough condition for its development for the business that belongs to it. The gentlemen resident in New York and Northern Vermont have two objects in view—that of obtaining a connection of their road with Montreal and the lumber regions of Canada, and that of developing the Vermont Central line. The charter provides that a majority of the directors must be citizens and residents of Vermont.

The line of the Worcester County Central Railroad, which is now being examined, to run from Worcester through Leicester, Spencer, East Brookfield and Hardwick, to the Springfield and Northwestern Railroad.

#### The Covington and Lexington Railroad Case Decided.

The important case of the Covington and Lexington Railroad Company vs. Bowler's heirs and others was decided by the Court of Appeals yesterday, the judgment of the Kenton Circuit Court in favor of Bowler's heirs and others being reversed on the merits of the controversy.

It is held that the appellant (the old company), by accounting to Bowler's heirs and assignees for the moneys expended by them in satisfaction of the Fayette judgment and for repairs and improvements on the road, are entitled to have an account for profits realized from its operations, and, by complying with the terms of the Fayette judgment, to be restored to the control and management of the road.

The pleas of limitation and former adjudication are discussed and overruled, the court holding:

First—That the Kenton Circuit Court, having jurisdiction of the persons to be affected, may rightfully determine whether or not the appellees hold the road in trust for the railroad company.

Second—In the exceptions filed by the stockholders to the report of the commissioner of the Fayette court they did not represent the Covington and Lexington Railroad Company, and consequently the company was not bound, nor is it now estopped by the order of the Fayette court overruling those exceptions.

Third—This is not an action for the recovery of real property, nor an action for relief on the ground of fraud, but it is a suit to declare and enforce an implied or constructive trust. The cause of action arose when Bowler finally and decisively repudiated the claim of appellant to the benefit of his purchase. The limitation to this class of actions is five years. Bowler having died, and his representatives being necessary parties, the bar was not complete when this suit was brought. A mandate fixing the basis upon which to settle the accounts between the parties will be prepared and filed within a few days.

The case has attracted considerable attention, was ably argued, and held over for consideration for quite a long time by the Court of Appeals.—*Louisville Courier Journal*, Apr. 30.

It is expected that the laying of the rails the entire distance of the Nashua and Acton road will be completed this week, a distance of fifteen miles. This road connects at Nashua with northern roads, and at the easterly part of Acton with the Framingham and Lowell road; from that point to West Concord, over the latter road, to the Fitchburg road, a distance of four miles. On this section it is proposed soon to lay another track, so as not to incommode the Lowell and Framingham road. The road has been constructed in a very thorough manner, and the rolling stock is in readiness to be put on.

The following gentlemen were elected directors of the Kansas Pacific Railway Co. on the 1st inst.: Robert E. Carr, Adolphus Meier, C. S. Greeley, S. M. Edgell, John D. Perry, F. W. Meister, D. W. Lewis, Jr., Eastman Harrison, of St. Louis; Thomas A. Scott, M. Baird, of Philadelphia, and John McManus, of Reading, Pa. Robert E. Carr was re-elected president. The annual report gives the net earnings for 1872 as \$1,494,000, being an increase of \$484,519 over the preceding year.

The work of building the Mississippi Central Railroad extension, north from Jackson, Tenn., is progressing with great rapidity. The track is now laid for over ten miles, and the grading is all done to Milan, with the exception of one cut. In two or three weeks at farthest, the iron will be laid down to Milan, the junction of the road with the Memphis and Louisville.



## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,987	81,396	96,481	106,855	164,729	239,590	251,832	282,770	296,422	296,562	242,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	566,080	632,667	611,854	609,788	679,642	635,306	467,659	5,670,882
1870.....	418,104	394,176	488,332	633,758	768,730	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,905,116
1871.....	485,499	485,499	614,443	720,929	892,341	795,176	860,297	1,006,373	995,922	981,006	897,234	672,358	9,407,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	552,800	691,015	974,400	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	226,163	222,241	290,111	269,249	329,851	371,544	321,507	387,269	322,638	360,223	323,030	271,242	3,406,163
1867.....	245,787	157,832	235,961	282,165	335,510	342,359	354,244	415,982	408,999	426,752	359,102	330,169	3,892,561
1868.....	276,117	275,140	267,094	279,121	305,342	284,504	404,012	458,101	486,196	603,746	409,569	301,701	4,505,643
1869.....	346,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,663
1870.....	516,037	342,897	348,039	408,686	408,686	418,709	506,681	497,519	475,608	441,197	404,264	4,849,466	5,275,910
1871.....	353,235	342,369	384,999	388,964	461,200	466,097	533,655	554,163	507,617	473,227	455,007	377,687	5,275,910
1872.....	371,708	332,902	373,217	379,870	409,264	419,196	483,352	569,882	497,261	540,756	421,315	352,104	5,166,326
1873.....	352,608	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1867.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1868.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1869.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1870.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1871.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1872.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
1873.....	273,876	317,839	390,356	421,363	466,830	505,145	480,710	519,306	609,606	729,759	716,378	568,400	6,114,566
Cleveland, Col. Cin. and Indianapolis:	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1868.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1870.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1871.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1872.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1873.....	242,206	236,100	242,509	236,435	103,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
Erie:	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1867.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1868.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1869.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1870.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1871.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1872.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
1873.....	1,058,460	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,493,454	1,417,211	17,998,327
Illinois Central:	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1868.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1869.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1870.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1871.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1872.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1873.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
Kansas Pacific:	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1867.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1868.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1869.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1870.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1871.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1873.....	183,078	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
Lake Shore and Michigan Southern:	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1867.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1868.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1869.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1870.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1871.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1872.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1873.....	1,082,593	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
Marietta and Cincinnati:	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1867.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1868.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1870.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1871.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,	



**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool....	\$1,697,511	\$1,833,942
" cotton....	2,411,486	1,566,406
" silk....	2,222,776	1,258,990
" flax....	1,102,826	1,006,666
Miscellaneous dry goods..	928,946	590,094
Total entered for consump.	\$7,993,045	\$5,696,098
WITHDRAWN FROM WAREHOUSE.		
	1872.	1873.
Manufactures of wool....	\$968,860	\$942,516
" cotton....	526,018	760,120
" silk....	901,567	855,561
" flax....	418,635	499,005
Miscellaneous dry goods..	184,608	212,656
Total withdrawn from warehouse.....	\$2,999,688	\$3,269,948
Add entered for consump.	7,993,045	5,696,098
Tot. thrown on the market.	\$10,992,733	\$8,966,046

ENTERED FOR WAREHOUSING.		
	1872.	1873.
Manufactures of wool....	\$1,187,778	\$950,833
" cotton....	495,925	613,458
" silk....	729,445	621,108
" flax....	580,410	500,862
Miscellaneous dry goods..	295,074	212,977
Total entered for wareh'g..	\$3,288,632	\$2,898,733
Add entered for consump.	7,993,045	5,696,098
Total entered at the port.	\$11,231,677	\$8,594,831

The imports of foreign dry goods at New York for four months ending with April, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool..	\$10,991,452	\$9,811,556
" cotton....	10,303,897	9,645,504
" silk....	11,692,345	8,518,497
" flax....	5,661,446	4,954,468
Miscellaneous dry goods.	4,448,599	3,147,326
Total entered for cons'p.	\$43,097,739	\$36,077,351
WITHDRAWN FROM WAREHOUSE.		
	1872.	1873.
Manufactures of wool...	\$5,606,334	\$5,674,546
" cotton....	3,246,841	4,229,750
" silk....	4,000,112	4,245,664
" flax....	2,701,800	2,963,544
Miscellaneous dry goods.	730,042	843,075
Total withdrawn from warehouse.....	\$16,285,129	\$17,956,579
Add entered for consump.	43,097,739	36,077,351
Total thrown on the market.....	\$59,382,868	\$54,033,930

ENTERED FOR WAREHOUSING.		
	1872.	1873.
Manufactures of wool....	\$5,671,292	\$5,115,037
" cotton....	3,229,532	4,147,314
" silk....	4,200,474	4,393,861
" flax....	2,466,211	2,552,322
Miscellaneous dry goods.	1,011,242	906,412
Total entered warehouse.	\$16,578,851	\$17,114,946
Add entered for consump.	43,097,739	36,077,351
Total entered at the port.	\$59,676,590	\$53,192,297

Imports of foreign dry goods at New York for ten months from July 1.

Year.	Value.
1867-8.....	\$67,246,559
1868-9.....	81,137,951
1869-70.....	84,634,332
1870-1.....	110,609,210
1871-2.....	124,360,989
1872-3.....	114,804,406

**Locomotives for Wooden Railroads.**

The Boston Transcript says that George E. Fifield, of South Newmarket, N. H., has been building, for a few years past, a novel class of locomotives for the wooden track railways in the lumber regions of Georgia. They are only six tons in weight, and have very large cylinders for so light machines. The capacity for carrying water and fuel is very great, the whole forming a very unique and serviceable machine, one of them being able to do the work of thirty mules easily. The rapid denudation of the timber lands along the rivers and lines of railroads all through the South is driving the lumbermen deeper into the forests to supply the demand for a material almost indispensable for heavy bridges, cars, and floors throughout the country. No yellow-pine tree ever grows where one is cut, a soft, sappy, worthless scrub pine of another kind taking its place.

**Statement of the Public Debt of the United States May 1, 1873.**

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$333,333 33
6 per cent. 1881 bonds, 1861.....	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	3,786,427 00
6 per cent. 5-20 bonds, 1862.....	263,507,750 00	7,905,232 50
6 per cent. 1881 bonds, 1863.....	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864.....	194,667,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864.....	2,293,500 00	68,805 00
6 per cent. 5-20 bonds, 1864.....	66,900,350 00	2,007,010 50
6 per cent. 5-20 bonds, 1865.....	155,605,150 00	4,688,154 50
6 per cent. consols, 1865.....	207,451,500 00	4,149,030 00
6 per cent. consols, 1867.....	315,674,650 00	6,312,493 00
6 per cent. consols, 1868.....	38,624,400 00	772,488 00
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00

Aggregate of debt bearing coin interest.....	\$1,748,306,950 00	\$36,012,568 00
Interest due and unpaid.....		3,556,456 77

DEBT BEARING INTEREST IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest.
3 per cent. certificates, 1867-68	\$215,000 00	\$1,763 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	4,520 00

Aggregate of debt bearing interest in lawful money....	\$14,893,000 00	\$149,283 00
Interest due and unpaid.....		260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 01	85 74
6 per cent. bonds, 1847.....	1,550 00	172 00
6 per cent. bounty land scrip, 1847.....	3,800 00	235 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,200 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	663,250 00	98,418 64
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.....	3,150 00	378 00
7-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.....	83,715 00	4,447 85
5 per cent. 2 year notes, 1863.....	69,450 00	4,149 10
6 per cent. compound interest notes, 1863-64.....	499,680 00	99,446 42
7-10 per cent. 3 years' treasury notes, 1864-65.....	282,550 00	24,449 94
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,500 00	7,343 80
5 per cent. certificates called.	495,000 00	1,121 00

Aggregate of debt on which interest has ceased since maturity.....	\$2,524,550 26	\$321,184 15
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DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$32,622 50	
Legal tender notes, 1862-63.....	357,148,962 00	
Certificates of deposit.....	25,120,000 00	
Fractional currency, 1862-64.....	45,664,625 69	
Coin certificates, 1863.....	24,787,400 00	
Unclaimed interest.....		16,604 84

Aggregate of debt bearing no interest.....	\$482,803,616 19	\$16,604 84
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**RECAPITULATION.**

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,333,738,650 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,748,306,950 00	\$39,549,024 77
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
Certificates, 3 per cent.....	215,000 00	
	\$14,893,000 00	149,543 00
Debt on which interest has ceased since maturity.....	2,524,550 26	321,184 15
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	357,231,584 50	
Certificates of deposit.....	25,120,000 00	
Fractional currency.....	45,664,625 69	
Coin Certificates.....	24,787,400 00	
	\$452,803,616 19	
Unclaimed interest.....		16,604 84
	\$2,218,527,110 45	\$40,056,356 76
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,258,583,467 21	

AMOUNT IN TREASURY.		
	Amount Outstanding.	Interest.
Coin.....	\$70,976,440 00	
Currency.....	2,997,871 25	
Special deposit held for redemption of certificates of deposit as provided by law...	25,120,000 00	
	\$105,094,311 25	
Debt, less amount in Treasury, May 1, 1873.....	\$2,153,489,155 96	
Debt, less amount in Treasury, on the 1st ult.	2,155,736,641 66	

Decrease of debt during the past month.....	\$2,247,485 00	
Decrease of debt since March 1, 1873.....	3,891,544 57	
Decrease from March 1, '69 to March 1, '73.	368,082,559 48	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$517,702 40
Kansas Pacific bonds, 1862-64	6,308,000 00	126,660 00
Union Pacific bonds, 1862-64.	27,230,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-64.	1,970,500 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,622,320 00	32,566 40

Totals.....	\$64,623,512 00	\$1,292,470 24
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Interest paid by United States, \$15,500,280 90; interest repaid by transportation of mails, &c., \$4,185,438 68; balance of interest paid by United States, \$14,323,842 22.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1873.

WILLIAM A. RICHARDSON,  
Secretary of the Treasury.

**Aid was granted to the railways under-**mentioned as follows during the session just closed:—Midland, \$90,100; Northern extension, \$56,000; Toronto, Grey and Bruce, \$50,625; Wellington, Grey and Bruce, \$50,460; Lake Huron and Bruce, \$135,000; Prince Edward County, \$86,500; Whitby and Port Perry, \$42,000; Port Dover and Stratford, \$120,000; Cobourg and Marmora, \$18,000; total, \$648,675.

**One of the freight conductors on the At-**lantic, Mississippi and Ohio Railroad is said to have invented a new revolving signal light, to be attached to the rear of trains, by which engineers behind them can tell by the speed of their rotations, as shown by the succession of different colored lights, at what rate the trains are moving, and when they are at rest.

**The Richmond and York River Railroad** was sold at auction on the 2d inst., to foreclose certain mortgages thereon. Thomas Clyde, of Philadelphia, and B. S. Burrows, of Albion, N. Y., became the purchasers at \$350,000, of which \$150,000 was paid in cash. The road will hereafter be known as the Richmond and Chesapeake Railroad.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,280,000	J. & J.	Jan. '73 31	Long Island. .... 50	3,000,000	M. & S.	May '73 10a	Vermont and Mass. .... 100	2,860,000	M. & N.	May '73 2
Allegheny Valley .... 50	2,263,350	"	"	Louisv. Cin. and Lex. .... 50	1,623,483	J. & J.	July '69 5	Warren (N. J.) .... 100	1,800,000	J. & D.	Dec. '71 31
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '71 4	" " pref. .... 100	848,700	J. & J.	July '72 4	Warwick Valley .... 100	225,000	A. & O.	Apr. '72 21
Atlantic and Gulf .... 100	3,693,200	"	"	Louisville & Nashville. .... 100	8,980,000	F. & A.	Feb. '73 3	West Jersey. .... 100	1,209,000	F. & A.	Feb. '73 4
" pref. .... 100	838,978	J. & J.	July '71 31	Louisv., N. Alb. & Chi. .... 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. .... 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. .... 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence. .... 100	200,000	A. & O.	Apr. '73 3	Winchester & Strasburg. .... 100	600,000	J. & J.	July '72 31
" new 1870. .... 100	1,500,000	"	"	Lykens Valley. .... 20	600,000	F. & A.	Feb. '73 21	Worcester and Nashua. .... 75	1,400,555	J. & J.	Jan. '73 15
Avon, Genesee & Mt. M. .... 100	194,250	A. & O.	Oct. '72 14	Macon and Western. .... 100	2,500,000	J. & J.	Jan. '73 5	HORSE-POWER R. R.			
Baltimore and Ohio. .... 100	13,151,962	M. & N.	May '73 5	Maine Central. .... 100	3,400,500	"	"	Albany City. .... 100	110,300	"	"
Washington Br. .... 100	1,650,000	A. & O.	Apr. '73 5	Manchester and Law. .... 100	1,000,000	M. & N.	May '73 5	Baltimore City. .... 100	80,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. .... 50	5,080,685	"	"	Marietta & Cincinnati. .... 50	1,372,801	"	"	Bleecker St. & Fy. (N.Y.) .... 100	900,000	"	"
Berkshire. .... 100	600,000	J. A. & O.	Apr. '73 11	" " 1st pref. .... 50	8,120,719	M. & S.	Sep. '66 3a	Boston and Chelsea. .... 100	110,000	A. & O.	Apr. '73 4
Blossburg & Corning. .... 50	250,000	J. & D.	Dec. '72 21	" " 2d pref. .... 50	4,460,368	M. & S.	Sep. '66 3a	Broadway (Brooklyn). .... 100	200,000	J. A. & O.	Jan. '73 4
Boston and Albany. .... 100	19,694,100	M. & N.	May '73 5	Massachusetts. .... 100	400,000	F. & A.	Feb. '73 3	Broadway & 7th Av. (N.Y.) .... 100	2,100,000	J. & D.	Jan. '70
Bos., Cin. & Fitchburg. .... 100	633,200	"	"	Memphis & Charleston. .... 25	6,312,725	J. & D.	Jan. '69 3	Brooklyn City & Newt. .... 100	1,500,000	F. & A.	May '73 3
Agricultural Br. guar. .... 100	60,000	J. & D.	Dec. '72 5	Michigan Central. .... 100	17,989,548	J. & J.	Jan. '73 4a	Brooklyn City & Newt. .... 100	600,000	J. & J.	July '70
Bost., Conn. & Mont. pref. .... 100	800,000	M. & N.	May '73 3	Mill Creek & Minehill. .... 50	323,375	J. & J.	July '72 5	Brooklyn and Jamaica. .... 100	488,100	"	"
Boston and Lowell. .... 500	2,892,900	J. & J.	Jan. '73 4	Milwaukee and St. Paul. .... 100	11,822,978	J. & J.	Dec. '70 7a	Bushwick (Brooklyn). .... 100	302,000	J. & J.	July '71 31
Boston and Maine. .... 100	6,816,807	M. & N.	May '73 4	" pref. .... 100	10,925,103	F. & A.	Feb. '73 31	Cambridge. .... 100	727,800	A. & O.	Apr. '73 4
Boston and Providence. .... 100	3,950,000	M. & N.	May '73 5	M. Hill & Schuyl. Hav. .... 50	3,856,450	J. & J.	Jan. '73 4	Can. Park, N. & K. Riv. .... 100	1,068,400	A. & O.	Oct. '67 21
Buffalo, N. Y. and Erie. .... 100	960,000	F. & A.	Feb. '73 31	Morris and Essex. .... 50	14,008,100	J. & D.	Dec. '72 31	Citizens (Ph.). .... 5	500,000	J. & J.	Jan. '73 5
Burlington and Mo. Riv. .... 100	5,636,000	M. & S.	Mar. '73 5a	Nashua and Lowell. .... 100	800,000	M. & N.	May '73 5	Citizens (Phg.). .... 50	200,000	M. & N.	Nov. '71 7
" pref. .... 100	1,485,900	M. & S.	Mar. '73 5a	Neagutueh Valley. .... 50	1,877,900	F. & A.	Aug. '72 5a	Coney Island & Brookl. .... 100	500,000	"	"
Camden and Amboy. .... 100	5,847,800	J. A. & O.	Apr. '73 21	Newark and N. York. .... 100	1,000,000	M. & S.	Sep. '72 5	D. Dock, K. B'way & Bat. .... 100	1,200,000	F. & A.	May '73 2
Camden and Atlantic. .... 50	379,020	"	"	New Bedford & Taunton. .... 100	977,400	J. & J.	Jan. '72 31	Elizabeth Avenue (N.Y.) .... 100	1,000,000	J. A. & O.	Oct. '71 3
" pref. .... 50	752,700	"	"	N. Castle & Beaver Val. .... 50	500,000	M. & N.	May '73 10	42nd St. & G. St. Ferry. .... 100	200,000	"	"
Cape Cod. .... 50	1,020,330	J. & J.	Jan. '72 21	N. Haven & Northamp. .... 100	1,800,000	J. & J.	Aug. '69 12a	Frank & Southw. (Ph.) .... 50	491,750	J. & J.	Jan. '73 5
Cape May and Millville. .... 50	447,000	J. & D.	Dec. '72 3	New Jersey. .... 100	7,295,200	J. A. & O.	Apr. '73 21	Germantown (Ph.) .... 50	1,000,000	J. & J.	Jan. '73 5
Catawissa & Fogelsv. .... 50	420,000	Novemb.	Nov. '71 6	New London Northern. .... 100	1,418,800	J. & J.	Jan. '73 5	Girard College (Ph.) .... 50	500,000	J. & J.	July '71 3
Catawissa. .... 50	1,159,500	"	"	N. Y. Cen. & Hudson R. .... 100	59,428,330	A. & O.	Apr. '73 4	Grand St. and Newton. .... 100	170,000	J. & J.	July '71 2
" pref. .... 50	2,200,000	M. & N.	May '73 31	New York and Harlem. .... 100	1,600,000	J. & J.	Jan. '73 4	Green & Coates St. (Ph.) .... 50	500,000	J. & J.	Jan. '73 4
Cayuga and Susq. .... 50	689,110	J. & J.	Jan. '73 5	" pref. .... 100	1,500,000	J. & J.	Jan. '73 5	Heston, Mantau & Farm. .... 50	2,050,000	J. & J.	Jan. '73 4-5
Cedar Rapids & Mo. R. .... 100	6,850,400	M. & N.	May '73 11	N. Y., N. H. & Hartf. .... 100	15,500,000	J. & J.	Jan. '73 5	Lomb. & South Sts. (Ph.) .... 25	105,000	A. & O.	Oct. '71 6
Central of Georgia. .... 100	4,666,800	J. & J.	Jan. '73 5	N. Y., Provid. & Boston. .... 100	2,000,000	J. A. & O.	Apr. '73 21	Lynn and Boston. .... 100	200,000	"	"
Central of New Jersey. .... 100	20,000,000	J. A. & O.	Jan. '73 21	Nig. Bridge & Canaan. .... 100	1,000,000	J. & J.	July '72 3	Malden and Melrose. .... 100	200,000	"	"
Central Ohio. .... 50	2,425,000	J. & D.	Dec. '72 3	North Carolina. .... 100	4,000,000	Irregular.	Jan. '73 5	Metropolitan (Boston). .... 50	1,500,000	J. & J.	Jan. '73 4
" pref. .... 50	400,000	J. & D.	Dec. '72 3	N. Eastern (N.C.) pref. .... 100	111,000	M. & N.	May '67 4	Middlesex (Boston). .... 100	400,000	A. & O.	Apr. '73 3
Chemung. .... 100	380,000	J. A. & O.	Oct. '72 11	North Pennsylvania. .... 50	3,160,180	January.	Jan. '72 5a	Ninth Avenue (N. Y.). .... 100	197,820	"	"
Chesapeake, preferred. .... 100	2,100,000	J. & J.	Jan. '73 3	Northern Central. .... 50	5,842,000	M. & N.	Nov. '72 3	Orange and Newark. .... 100	282,555	"	"
Chicago and Alton. .... 100	8,929,400	M. & S.	Mar. '73 5	N. rhern N. Hampsh. .... 100	3,068,400	J. & D.	Dec. '72 4	Philadelphia City. .... 50	750,000	J. & J.	July '73 4
" pref. .... 100	2,425,400	M. & S.	Mar. '73 5	Northern New Jersey. .... 100	1,000,000	J. & J.	Jan. '72 4	Philadelphia and Darby. .... 20	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy. .... 100	18,652,910	M. & S.	Mar. '73 5a	Norwich & Worcester. .... 100	2,823,400	J. & J.	Jan. '73 5	Phila. and Grey's Ferry. .... 20	284,775	J. & J.	Jan. '73 21
Chicago, Iowa & Nebraska. .... 100	3,916,300	J. & J.	Jan. '73 4	Ogdensb. & L. Champl. .... 100	3,077,800	J. & J.	Jan. '73 3	Pbg. Alleg. & Manchester. .... 50	200,000	M. & N.	Nov. '69 8
Chicago & N. Western. .... 100	15,035,480	J. & D.	Dec. '72 3	" pref. .... 100	2,000,000	A. & O.	Apr. '73 4	Second Avenue (N.Y.). .... 100	888,100	J. A. & O.	Apr. '72 2
" pref. .... 100	21,292,563	J. & D.	Dec. '72 31	Ohio and Mississippi. .... 100	19,995,847	J. A. & O.	June '72 31	Second & Third Sts. (Ph.) .... 50	962,100	J. & J.	Jan. '73 5
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Apr. '73 4	Oil Cr. & Allegheny R. .... 50	4,024,474	J. & D.	Jan. '73 3	17th & 19th streets (Ph.) .... 50	500,000	J. & J.	Jan. '73 5
Cin., Ham. & Dayton. .... 100	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport. .... 100	6,287,900	J. & J.	Jan. '73 31	Sixth Avenue (N. Y.). .... 100	750,000	M. & N.	May '71 5
Cin., Sand. and Cleve. .... 50	2,980,550	"	"	Oswego and Syracuse. .... 100	482,400	F. & A.	Feb. '73 4	Third Avenue (N. Y.). .... 100	1,170,000	F. & A.	May '73 5
" pref. .... 50	429,046	M. & N.	May '73 3	Pacific of Missouri. .... 100	3,635,750	"	Apr. '73 11	13th & 15th street (Ph.) .... 50	1,000,000	J. & J.	Jan. '73 11
Clev. Col. Cin. & Ind. .... 100	14,991,275	F. & A.	Feb. '73 3	Panama. .... 100	7,000,000	J. A. & O.	Apr. '73 3	Somerville (Boston). .... 100	75,000	M. & N.	May '73 3
Cleveland & Mahoning. .... 50	2,067,569	M. & N.	Feb. '73 31	Paterson and Hudson. .... 100	636,000	J. & J.	Jan. '73 4	South Boston. .... 50	400,000	J. A. & O.	Jan. '73 21
Cleveland & Pittsburg. .... 100	11,236,150	F. & A.	Feb. '73 21	Paterson and Newark. .... 100	500,000	J. & J.	Jan. '73 4	Union (Boston). .... 100	200,000	"	July '72 71
Col. Chic. & Ind. Cen. .... 100	13,000,000	"	"	Paterson and Ramapo. .... 100	245,000	J. & J.	Jan. '73 4	Union (Phila.). .... 50	400,000	J. & J.	Jan. '72 5
Columbus and Xenia. .... 50	1,186,800	M. J. S. D.	Dec. '72 2	Pember & Hightstown. .... 50	342,150	J. & J.	Jan. '71 3	West Philadelphia. .... 50	400,000	J. & J.	Jan. '73 8
Colum. & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '73 5	Pennsylvania. .... 72,000,000	1,200,000	F. & A.	Feb. '73 4	CANALS.			
Concord. .... 100	1,000,000	M. & N.	May '73 5	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '73 4	Chesapeake & Delaware. .... 50	1,983,528	J. & D.	Dec. '72 3
Concord and Ports. .... 100	850,000	M. & N.	May '73 5	Philadelphia and Erie. .... 50	6,004,300	J. & J.	Jan. '72 4	Chesapeake and Ohio. .... 25	8,229,694	"	"
Conn. & Passaic p. div. .... 100	2,100,000	F. & A.	Feb. '73 3	Phil. Ger. & Norristown. .... 50	1,626,250	M. J. S. D.	Mar. '73 3	Delaware Division. .... 50	1,833,350	F. & A.	Feb. '73 4
Connecticut River. .... 100	1,850,000	J. & J.	Jan. '73 5	Philadelphia & Reading. .... 50	32,664,375	J. & J.	Jan. '73 5	Delaware and Hudson. .... 100	15,000,000	F. & A.	Feb. '73 5
Cooperstown and Susq. .... 100	807,283	"	"	" pref. .... 50	1,551,300	J. & J.	Jan. '73 6	Delaware and Karitan. .... 100	5,847,400	J. A. & O.	Apr. '73 21
Cumberland Valley. .... 50	1,464,250	A. & O.	Oct. '72 4	Phila. and Trenton. .... 100	1,259,100	J. A. & O.	Apr. '73 21	Erie of Pennsylvania. .... 50	64,000	"	"
Danbury and Acworth. .... 50	400,000	M. J. S. D.	Dec. '71 4	Phila. W. & Balt. .... 50	11,455,750	J. & J.	Jan. '73 4	Lehigh Coal & Navigat. .... 50	8,739,800	M. & N.	May '67 3
Delaware. .... 100	1,230,941	J. & J.	Jan. '73 3	Pitts. Ft. W. & Chi. .... 100	19,714,285	J. A. & O.	Jan. '73 11	Monongahela Navigat. .... 50	1,003,500	J. & J.	Jan. '73 3
Del., Lackaw. & Westm. .... 100	18,568,850	J. A. & O.	July '72 21	" Special Imp. .... 100	2,000,000	J. A. & O.	Jan. '73 11	Morris (consolidated). .... 100	1,025,000	F. & A.	Aug. '72 2
Detroit & Milwaukee. .... 50	622,110	"	"	Pittsfield & N. Adams. .... 100	410,000	J. & J.	Jan. '73 3	" (preferred). .... 100	1,175,000	F. & A.	Aug. '72 5
" pref. .... 50	2,095,000	J. & J.	Dec. '69 7	Port and Keimbeck. .... 100	616,700	J. & J.	Jan. '72 3	Pennsylvania. .... 50	4,337,950	"	"
Dubuque & Sioux City. .... 100	5,000,000	J. & J.	Oct. '72 3	Yarmouth certificates. .... 100	202,400	A. & O.	Apr. '72 3	Schuyl. Nav. (common). .... 50	1,908,207	F. & A.	Feb. '73 30c
East Pennsylvania. .... 50	1,309,300	J. & J.	Jan. '73 4	Portl., Saco & Fortsm. .... 100	1,500,000	J. & J.	Jan. '73 5	" (pref.). .... 50	2,898,977	F. & A.	Feb. '73 60c
East Mahony. .... 50	392,950	J. & J.	Jan. '73 5	Providence & Worcester. .... 100	2,000,000	J. & J.	Jan. '73 6	Susq. and Tide Water. .... 50	2,002,746	"	"
Eastern (Mass.). .... 100	4,282,000	J. & J.	Jan. '73 3	Raleigh and Gaston. .... 100	1,500,000	J. & J.	July '71 6	Union. .... 50	2,907,850	"	"
Eastern (N. H.). .... 100	492,500	J. & J.	Jan. '73 3	Rensselaer & Saratoga. .... 100	6,000,000	J. & J.	Jan. '73 4	W. Branch and Susq. .... 50	1,100,000	J. & J.	Jan. '65 -
Elmira, Jef. & Canand. .... 100	600,000	F. & A.	Feb. '73 21	Roch. & Genesee Val. .... 110	557,500	"	"	MISCELLANEOUS.			
Elmira & Williamsport. .... 50	500,000	M. & N.	May '73 21	Rome, Watert. and Ogd. .... 100	2,908,900	J. & J.	Feb. '73 5a	Adams Express. .... 100	10,000,000	M. J. S. D.	Mar. '73 2
" pref. .... 50	500,000	J. & J.	Jan. '73 31	Rutland. .... 100	2,700,000	"	"	American Coal. .... 25	1,500,000	M. & S.	Mar. '72 3
Erie Railway. .... 100	78,000,000	March.	Mar. '73 1	" pref. .... 100	4,300,000	F. & A.	Feb. '73 31	Am. Merch. Union Exp. .... 100	18,000,000	J. & J.	Jan. '73 3
" pref. .... 100	8,539,910	J. & J.	Mar. '73 31	St. Croix and Penobscot. .... 100	100,000	J. & J.	July '71 2	Ashburton Coal. .... 50	2,500,000	J. & D.	Dec. '68 4
Erie and Pittsburgh. .... 50	1,090,250	M. J. S. D.	Dec. '72 11	St. L., Alt. & T. Route. .... 100	2,800,000	"	"	Atlantic Mail Steamship. .... 100	4,000,000	M. J. S. D.	May '67 21
Fitchburg. .... 100	4,000,000	J. & J.	Jan. '73 4	" pref. .... 100	2,040,000	F. & A.	May '68 7	Brunswick City. .... 100	1,000,000	"	"



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities May 1, 1873.											
Loan of June 14, 1865.....registered	\$6,045,000	5	Jan. & July.	1874	113	Massachusetts—(\$30,712,882):					
.. coupon	13,955,000	5	..	1874	..	.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	..
Loan of February 8, 1861.....registered	13,769,000	5	Jan. & July.	1880	118	.. State (public works) scrip.....	264,000	5	June & Dec.	'72-'77	..
.. coupon	4,666,000	5	..	1880	121	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	..
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109	.. Union Fund Loan, 1862.....	600,000	5	..	'77-'78	..
Loan of July 17, and Aug. 5, 1861.....registered	125,555,550	5	Jan. & July.	1881	118	.. Coast Defense Loan, 1863.....	888,000	5	..	1883	99
.. coupon	35,705,700	5	..	1881	121	.. Bounty Loan, 1864.....	4,278,500	5	May & Nov.	1894	99
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	5	May & Nov.	1882	114	.. Bounty Loan, 1864, \$222,600 stg.....	4,000,744	5	..	1894	..
.. coupon	232,745,900	5	..	1882	115	.. War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886	..
Loan of March 3, 1863.....registered	53,642,450	5	Jan. & July.	1881	118	.. R. R. & Hoosac T. bonds, \$1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	..
.. coupon	21,457,550	5	..	1881	121	.. R. R. & Hoosac Tunnel bonds, dollar.	1,166,500	5	..	'90-'94	..
Loan of March 3, 1864 (5-20s).....registered	2,293,000	5	May & Nov.	1884	114	.. Loan (B. H. & Erie R. R.) \$743,600 stg.	3,599,024	5	Jan. & July.	1900	..
.. coupon	34,896,400	5	..	1884	115	Michigan—(\$2,332,293):					
Loan of June 30, 1864 (5-20s).....registered	32,534,450	5	May & Nov.	1884	115	.. Canal Bonds, 1869.....	81,000	6	Jan. & July.	1879	..
.. coupon	34,896,400	5	..	1884	115	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	..	1878	..
Loan of March 3, 1865 (5-20s).....registered	36,446,750	5	May & Nov.	1885	117	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	..	1878	96
.. coupon	119,169,400	5	..	1885	117	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	..	1883	..
.. 2d series (5-20s).....registered	58,815,200	5	Jan. & July.	1885	118	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	..
.. coupon	148,638,500	5	..	1885	117	.. Bounty (War) Bonds, 1868.....	160,000	6	Jan. & July.	1878	..
.. 3d series (5-20s).....registered	90,974,200	5	Jan. & July.	1887	117	Minnesota—(\$500,000):					
.. coupon	224,700,450	5	..	1887	120	.. State War Bonds, 1862.....	100,000	7	May & Nov.	1872	..
.. 4th series (5-20s).....registered	14,191,500	5	Jan. & July.	1888	117	.. State Building Bonds, 1867-'68 and '69.	250,000	7	Jan. & July.	'77-'79	..
.. coupon	24,432,900	5	..	1888	118	.. Railroad Bonds (suspended) 1868.....	2,275,000	7	June & Dec.	1893	..
Loan of March 3, 1864, (10-40s).....registered	140,092,750	5	Mar. & Sept.	1904	112	Missouri—(\$17,669,909):					
.. coupon	54,457,550	5	..	1904	113	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	04
Consols of July 14, '70 & Jan. 20, '71 registered	129,182,800	5	F. M. A. & N.	1881	117	.. Railroad Loans Bonds, 1854-'66.....	1,599,000	6	..	'87-'88	..
.. coupon	70,817,700	5	..	1881	118	.. S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7	..	'74-'90	04
Consols .. .. registered	..	4	F. M. A. & N.	1886	..	.. State Bonds, funding, 1867-'68.....	2,727,000	6	..	'70-'91	..
Consols .. .. coupon	..	4	F. M. A. & N.	1886	..	Nevada—(\$800,000):					
Consols .. .. coupon	..	4	F. M. A. & N.	1901	..	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	..
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	215,000	3	..	Dem.	..	New Hampshire—(\$2,405,400):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	..	Irred.	..	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	..
Certificates of Indebtedness 1870.....(cur.)	678,000	4	..	1875	..	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'86	04
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	95-'99	115	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
U. S. Notes and Fractional Currency.....	462,896,210	nil.	..	..	..	New Jersey—(\$2,896,200):					
State Securities, Interest dates.											
Alabama—(\$15,42,000):											
.. Bonds (old and extended, 1866 and '72.....	2,582,800	5	May & Nov.	'88-'92	59	.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	103
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	..	'86-'90	..
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	..	'90-'91	..	.. War Loan Bonds, 1864, tax free.....	554,400	6	..	'91-'92	..
.. Railroad Bonds endorsed, 1870 and '71.....	13,000,000	8	..	'90-'91	..	New York—(\$38,121,600):					
Arkansas—(\$4,800,000):											
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	39	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	..
.. Levee Bonds, 1871.....	2,185,000	7	..	1901	..	.. General Fund Stock.....	800,000	5	..	1878	..
.. Deficiency Bonds, 1872.....	300,000	7	..	1892	..	.. General Fund Stock.....	348,107	5	..	1878	..
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'69-'91	..	.. General Fund Stock.....	1,189,780	5	..	1878	..
California—(\$3,31,500):											
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	..	.. Canal Stock.....	1,104,420	5	..	1874	..
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	..	'83-'85	..	.. Canal Stock.....	7,408,000	5	..	'72-'73	105
.. State Capital Bonds, 1871.....	250,000	7	..	1891	..	.. Canal Stock.....	2,572,000	5	..	'74-'75	105
Connecticut—(\$5,767,300):											
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	..	.. Canal Stock.....	880,008	5	..	1877	..
.. War Loan, Jan. 1863 and '64 (20s).....	2,288,000	6	..	'83-'84	90	.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	104
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	..	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	..	..	1877	104
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	..	1885	..	North Carolina—(\$29,900,045):					
Florida—(\$3,786,865):											
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	..	.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'92	27
.. Bonds, 1868-'69.....	191,000	7	Various.	'68-'99	..	.. State (old) Bonds 1848 to 1860.....	3,609,000	5	April & Oct.	'72-'92	..
.. Bonds, 1871.....	216,000	7	Various.	1901	..	.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'82-'95	17
.. Loan to Jacksonville, Pens., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	..	.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'82-'95	..
Georgia—(\$10,494,500):											
.. Bonds for W. & A. R.R. 1842, '43, '44 & '45	866,000	6	Various.	'72-'74	74	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Bonds for W. & A. R. R. 1842 and 1843.....	276,500	7	Various.	'72-'74	..	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Bonds for A. & Gulf R. R. '68, '69, '70 & '71	600,000	6	Feb. & Aug.	'78-'81	..	.. Special Tax Bonds.....	11,467,000	6	..	'93-'99	16
.. Bonds for A. & Gulf R. R., 1868.....	200,000	6	..	'81-'86	..	Ohio—(\$9,022,721):					
.. Bonds of Act of March 12, 1866.....	2,900,000	7	Jan. & July.	1886	..	.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	..
.. Bonds of Acts of Sept. and Oct. 1870.....	4,890,000	7	Various.	1890	90	.. Loan of 1850 Bonds, skg f'd.....	1,600,000	5	..	1875	99
.. Railroad endorsements, to July 1872.....	12,000,800	7	Various.	'90-'92	84	.. Loan of 1860 Bonds, skg f'd.....	1,466,809	5	..	1881	104
Illinois—(\$2,133,634):											
.. Refunded Bonds, Inscribed stock, 1847.....	971,834	6	Jan. & July.	1878	..	.. Loan of 1855 Bonds, skg f'd.....	2,400,000	5	..	1886	100
.. Refunded Stock Bonds, 1859.....	348,000	6	..	'77-'78	..	Oregon—(\$290,527):					
.. Thornton Loan Bonds, 1861.....	102,000	6	..	1880	..	.. Bounty and Relief Bonds of 1864.....	60,527	7	Jan. & July.	'74-'84	..
.. War Loan Bonds, 1861.....	417,000	6	..	1880	..	.. Willamette Canal & Lock Bonds of 1870	200,000	7	..	1890	..
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	..	Pennsylvania—(\$23,272,956):					
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	..	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	..
.. State Bonds (various) 1861 to 1869.....	1,236,000	7	..	'76-'89	..	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	..	'72-'77	102
Kentucky—(\$2,750,510):											
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	1873	..	.. Loan of Feb. 1867 (5-10s).....	90,400	5	..	'77-'82	..
.. State Bonds, 1840 to 1851.....	688,000	6	April & Oct.	'71-'72	..	.. Loan of Feb. 1867 (10-15s).....	7,800,550	5	..	'77-'82	107
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	..	.. Loan of Feb. 1867 (15-25s).....	728,950	5	..	'82-'90	105
Louisiana—(\$21,214,900):											
.. State Bonds, to R. R. Co's, 1840 to 1866.....	1,830,000	6	Various.	'90-'98	72	.. Loan of Feb. 1867 (15-25s).....	2,271,850	5	..	'82-'90	105
.. Deficiency (Treasury) Bonds 1863.....	750,000	6	Jan. & July.	1893	..	.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	..
.. Funded coupons (new) 1866-'68.....	997,000	6	..	'90-'98	..	.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	..
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	..	.. .. (old).....	..	5	..	'77-'78	..
.. .. 1866.....	1,000,000	8	Various.	1886	..	.. .. (old).....	..	4	Jan. & July.	1892	..
.. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	..	Rhode Island—(\$2,770,000):					
.. Funded Floating Debt 1870.....	3,000,000	8	May & Nov.	1910	..	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	..	.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	..
.. State Bonds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	1911	..	.. .. of June 1863.....	602,000	6	Feb. & Aug.	1893	..
.. Redemption (certificates) Bonds 1866.....	250,000	6	..	1906	..	.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	..
.. Int. (Mex. & Mex. G. S. Can.) Bonds 1869	480,000	7	Mar. & Sept.	1889	..	South Carolina—(\$15,857,327):					
.. Int. (N. La. & Tex. R. R.) Bonds 1869.....	546,000	8	April & Oct.	1898	..	.. State House, Stock and Bonds '63-'66.....	1,233,188	5	Jan. & July.	'71-'90	..
Maine—(\$7,227,900):											
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	..	.. Funding Stocks & Bonds '66-'68.....	1,760,000	5	April & Oct.	1888	27
.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	..	'83-'89	99	.. Funding Stocks and Bonds.....	599,000	7	Jan. & July.	'	



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$8,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	680,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92	1st Mortgage coin or stg skg Pd.:	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91
Albany Loan.....	1,000,000	6	" "	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	95
1st Mortgage.....	1,400,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Special Mortgage to Penn.....	3,500,000	5	" "	Harrisburg.	....	57	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
Androscoggin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S. R. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	20,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1864.....	600,000	7	April & Oct.	Camden.	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000.....	7	" "	New York.	....	....	
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) for \$8,000,000	8,700,000	7*	Jan. & July.	N. Y., L. & F.	1906	92
1st Mort. (gold) for \$5,000,000.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):							
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.....	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	7	Jan. & July.	New York.	1901	....	Catawissa:							
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	101
Atlantic and Pacific:							Chattel Mortgage.....	168,350	10	" "	" "	'90-'99	102
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (I. C.):						
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	81
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	....
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	57
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1915	87
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-'75.....	863,250	5	Jan. & July.	Baltimore.	1875	98	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1850-'80.....	579,500	6	" "	" "	1880	98	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-'58.....	1,710,500	5	April & Oct.	" "	1885	95	Central of Georgia:						
Loan of 1855-'90 (Balt.) skg fd.....	3,645,683	6	Jan. & July.	" "	1890	....	1st Mortgage.....	780,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'96 (skg. skg fund.)	3,788,762	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1890	88
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	" "	1885	92	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
1st Mortgage (R. E.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103
1st Mortgage.....	600,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97	1st Mort. (S. Fr., Okla. & Ala.)..	1,500,000	6*	" "	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Gen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & O.)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1895	84	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1897	81	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.).....	460,000	6	Jan. & July.	Boston.	1884	77	2d Mortgage dated Jan. 1 dated						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	10		May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	" 77-87	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Cleve.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	79
1st Mortgage, pref. sinking fund.	254,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1883	104	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	90
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,692,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv. ....	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m. ....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria) ..	850,006	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold.....	941,000	4 1/2	Jan. & July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	100 1/4
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	94 1/2	1st Mort. (C., C. and C. R. R.) ..	272,000	7	June & Dec.	" "	" 75-84	....
1st Mort. (Am. Cen. R.R.) guar.....	736,000	8	" "	" "	1878	....	1st Mort. (Bell. and Ind. R.R.) ..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.....	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Des. & Mo.) guar.....	500,000	8	Jan. & July.	" "	1889	96	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.....	1,200,000	8	" "	" "	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	900,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburgh (Pa. Co.):						
Chicago, Cincinnati and Louisville:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	2d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	96
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	97
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1900	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m. ....	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	87 1/2
1st Mortgage for \$19,000 p. m. ....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1899	7 1/2
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.) ..	1,245,500	7	Feb. & Aug.	New York.	1885	101	Columbus and Xenia:						
Funded coupons (193 m.) ..	755,000	7	May & Nov.	" "	1883	97	1st Mortgage, guar. by Pa. Co. ....	302,000	6	March & Sept.	New York.	1850	....
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	99 1/2	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	100
Green Bay Ext. (26m & 76,000 ac.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par.....	594,000	7	" "	" "	1876	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.) ..	1,785,000	7	Feb. & Aug.	" "	1882	101 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.) ..	948,000	7	May & Nov.	" "	1875	98	1st Mortgage skg fund.....	250,000	.....	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge ( " ) ..	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line ( " ) ..	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	89 1/2	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.....	3,150,000	7*	" "	" "	1911	....	1st Mort. A B C D & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,234.	87
1st Mort. (Menominee Ext.) gold.....	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.....	397,000	7	May & Nov.	" "	1874	93 1/2	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.....	182,000	7	Feb. & Aug.	" "	1874	....	Cowanessque Valley:						
3d Mort. ( " ) guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.R.) guar.....	1,135,000	7	Jan. & July.	" "	1898	93 1/2	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.....	333,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Ln.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000 p.m.)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000 p.m.	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000 p.m.	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold.....	.....	7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C. B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.....	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C. H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	103 1/2	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. R.I. & Pac.):							2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	" 81-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	" "	" "	1	



# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,170,000	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	300,000	8	June & Dec.	New York.	1890	84 1/2	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	3,000,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C. & N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101 1/2
1st Mortgage (consolidation).....	2,500,000	8	April & Oct.	Boston.	1896	97 1/2	2d Mortgage.....	948,000	7	May & Nov.	"	1875	96
Detroit and Milwaukee:							Elgin and State Line Purchase.....	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.) conv.	1,900,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage ( " ).....	625,924	7	Jan. & July.	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	375,734	7	"	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " ).....	150,867	6*	May & Nov.	London.	1873	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	51,000	7	"	New York.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	250,000	7	"	"	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	924,000	7	Feb. & Aug.	New York.	1876	97 1/2	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1890.....	894,000	7	Jan. & July.	New York.	1883	93	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Bloux City:							1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	450,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100 1/2
1st Mortgage, preferred & guar.	1,190,000	7*	June & Dec.	New York.	1900	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,500,000	7	Jan. & July.	New York.	1908	....	Equipment Bonds No. 2 £270,500	1,360,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Preference Bonds £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds £1,685,765	8,428,825	4*	"	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	35,000	8	"	"	1873	....	Provincial Debent's £3,111,500	15,687,500	....		Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rd.):							Common ( " ) Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	570,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	2,682,097	5 1/2	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	175,000	6	Jan. & July.	New York.	1886	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....
1st Mort., stg. fund for \$3,500,000	383,000	6*	Jan. & July.	London.	1872	....	Greenwich and Johnsonville:						
Eastern (Mass.):	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	194,400	6	Jan. & July.	"	1876	94	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	180,000	6	April & Oct.	"	1885	....	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-'85.....	600,000	6	March & Sept.	"	1888	91	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	1,000,000	6	May & Nov.	"	1889	90	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96 1/2
Loan of 1869-'89.....	1,000,000	7	"	"	1882	101	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal & Central Missouri:						
Eastern Shore (Md.):	180,000	6	April & Oct.	"	1886	....	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87 1/2
2d Mortgage.....	3,000,000	8	March & Sept.	New York.	1890	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
Elizabethtown and Paducah:							Hannibal and St. Joseph:						
1st Mortgage, convertible.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90 1/2
Elmira and Williamsport (N. Cen.):							Missouri State Loan.....	53,000	10	"	"	'87-'88	....
1st Mortgage guaranteed.....	570,000	5	April & Oct.	"	1872	58 1/2	Six years Mortgage bonds (22m)	139,300	8	"	"	1872	....
Income Mortgage guaranteed.....	3,000,000	7	May & Nov.	New York.	1897	101	Five years' notes (277 m.).....	3,476,000	8	Various.	"	1874	....
Erie Railway:							Fifteen years' bonds (277 m.).....	600,000	8	March & Sept.	"	1885	87 1/2
1st Mortgage.....	4,000,000	7	March & Sept.	"	1879	99 1/2	1st Mort. (Q. & Palm R.R. 15 m.)	1,200,000	10	Jan. & July.	"	1892	....
2d Mortgage.....	6,000,000	7	"	"	1883	99 1/2	1st Mort. (K. City & Cam. RR 55m)	1,134,100	7	April & Oct.	"	1888	106
3d Mortgage.....	4,441,000	7	April & Oct.	"	1880	99	General Land Mortgage (277 m.)	6,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	925,500	7	June & Dec.	"	1888	100 1/2	General Mortgage conv. (277 m.)	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage.....	186,460	7	Jan. & July.	London.	1875	....	Harrisburg & Lancaster:						
Sterling Loan (£1,600,000) conv.	3,000,000	7*	March & Sept.	NY & London.	1920	95	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	94
Consol. Mort. for \$30,000,000, g'd							Hartford and New Haven:						
Erie and Louisville:							1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	Hartford, Providence and Fishkill:						
Erie and Pittsburg (Penn.):							1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	Holly, Wayne & Monroe (F. & P.M.):						
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	"	1893	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	Holyoke and Westfield:						
European & N. American (Me.):							1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Bangor City Bonds (1st m. 65 m.)	2,000,000	6*	March & Sept.	N. Y. & Lond.	1884	87	Housatonic:						
1st L.M. (& 1st on 69, & 2d on 55m)							1st Mortgage sinking fund.....	101,000	7	Jan. & July.	Brpt. & Bos.	1877	....
Evansville and Crawfordsville:							2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	Houston and Texas Central:						
1st Mort. (Rockville Extension).							1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Evansville, Henderson & Nashv.:							2d Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	3d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104 1/2
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Ft. and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102 1/2
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	82
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1895	101
" 3d series (\$2,091) ix. f.	2,046,000	8	March & Sept.	"	1888	....	Illinois Central:						
F. & Holly lease (\$2,250,000 p. a.)	Construction												



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			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	...	Sinking Fund Oct. 1, 1889.	\$1,800,000	7	April & Oct.	New York.	1879	...
1st Mortgage (I. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	...	Consol. registered July 1, 1870.	3,690,000	7	J. A. J. & O.	"	1890	99
1st Mortgage ( " ) of 1889	1,566,000	7	June & Dec.	"	1899	...	Consol. coupon July 1, 1870.	1,334,000	7	Jan. & July.	"	1890	101
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1890	90
1st Mortgage.	2,000,000	7	Jan. & July.	New York.	1916	...	Sunbury July 1, 1864.	500,000	7	Jan. & July.	"	1874	...
1st Mortgage.	2,000,000	7	March & Sept.	"	1916	...	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1890	98
1st Mortgage.	2,000,000	7	April & Oct.	"	1916	...	3d Mort. Oct. 1, '87	1,000,000	7	"	"	1892	93 1/2
2d Mortgage.	1,000,000	7	"	"	1900	...	1st Mort. (Junc. R.R.) Dec. 1, 1882	115,000	7	June & Dec.	"	1872	...
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881	...	8kg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	102
Iowa Eastern:							Mort. April 1, 1886	864,000	7	April & Oct.	"	1886	93 1/2
1st Mortgage gold.	14,000 pm	7*	Feb. & Aug.	New York.	1902	...	1st Mort. May 1, 1855 M.S. & N.I.	5,256,000	7	May & Nov.	"	1885	101
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1887	2,003,000	7	"	"	1877	97
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	...	Mort. Nov. 1, 1858	100,000	7	May & Nov.	"	1878	...
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	...
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	95
1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875	...	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	...
1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1867	...
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1867	...
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1888	108	1st M. July 1, '68 (K. & L. & Gr.R.)	840,000	8	"	"	1868	95
2d Mortgage.	500,000	8	March & Sept.	"	1888	...	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	1863	...
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	...	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	...
Jacksonville, Pensac. and Mobile:							Lawrence (P. F. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1906	...	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philadelphia.	1866	...
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	...	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	...
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894	...	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv. gold.	6,000,000	10	Jan. & July.	N. Y. & Bos.	1899	77 1/2
1st Mort. (Hawley Section).	206,000	7	Jan. & July.	New York.	1887	...	Lehigh and Lackawanna:						
2d Mort. ( " )	94,000	7	"	"	1889	...	1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	...	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	...	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	...	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	104
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	...	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	...	1st Mortgage gold.	1,000,000	6	June & Dec.	New York.	1899	...
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96	1st Mortgage.	1,474,000	6	May & Nov.	New York.	1883	...
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.	500,000	6	Jan. & July.	"	1894	...
1st Mortgage, guaranteed.	800,000	8	Jan. & July.	New York.	1874	...	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	31 1/2
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885	...	Land Grant sinking fund.	6,000,000	7	April & Oct.	"	1900	25 1/2
2d Mortgage.	798,000	7	March & Sept.	"	1896	...	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	...	1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877	90 1/2
Junction, Philadelphia:							Logansport, Crawf. & S'w'n Ind.						
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	...	1st Mortgage gold.	1,500,000	8*	F.M. & A. N.	New York.	1900	99
2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	...	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1889	...
1st Mort. guar. by Delaware.	400,000	6	Jan. & July.	New York.	1890	...	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	98
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875	92
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage (Extension).	175,000	7	Feb. & Aug.	"	1890	...
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	...
1st Mortgage guar. by leases.	640,000	8	May & Nov.	Boston.	1889	100 1/2	General Mortgage.	775,000	7	"	"	1889	...
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900	...
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bos.	1888	...	1st Mortgage for Cincinnati Br.	8,000,000	7	Jan. & July.	New York.	1897	...
2d Mort. ( " )	150,000	10	"	"	1878	...	2d Mortgage for \$1,000,000.	345,000	8	April & Oct.	"	1900	...
1st Mort. (St. Jo. & Ch. 78 m.) ev. fr.	1,400,000	10	March & Sept.	"	1892	...	Louisville and Nashville:						
2d Mort. ( " )	539,500	8	June & Dec.	"	1874	...	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	1873-76	91
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1896	...	1st Mortgage (Memph. Br. 46.37 m.).	139,000	7	May & Nov.	"	1872-76	...
2d Mort. ( " )	1,000,000	7*	"	"	1893	...	1st Mort. (Lab. Br. Ext. 73.2 m.).	88,000	7	"	"	1880-85	...
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	...	Consol. M. for \$8,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	93
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Leases.	2,000,000	10	May & Nov.	Boston.	1900	...	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	...
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	1888-91	...
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	86	1st Mortgage not guaranteed.	100,000	7	"	"	1890	...
1st M. (3d Div. 244.66 m. & 3,000,000)	6,500,000	6*	May & Nov.	N. Y. & Lond.	1899	102 1/2	Macon and Brunswick:						
1st Mortgage (1,000,000 acres) gold	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	...	1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	...
1st Mortgage (2,000,000 acres) gold	1,389,000	7	May & Nov.	N. Y. & Lond.	1880	...	1st Mort.	600,000	7	May & Nov.	"	1900	...
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.	1,100,000	7	April & Oct.	"	1883	...
2d Mortgage (Gov't Subsidy).	6,303,000	6	"	U. S. Treas.	95-97	...	Equipment Mortgage.	150,000	7	"	"	1879	...
3d Mortgage (Income).	4,275,359	7	March & Sept.	"	1916	...	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.	150,000	7	April & Oct.	"	1890	...
1st Mortgage for \$600,000.	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	...	\$1,100,000 Loan, tax free.	716,300	7*	Jan. & July.	"	1868	94
2d Mortgage ( " ) 1853.	844,000	7	"	"	1883	...	Bangor (P. & K.) Loan.	514,000	6	April & Oct.	"	1875	...
3d Mortgage (Kent. Cen.) 1865.	227,000	7											



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	160,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & Nash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1878	....
Memphis and Charleston:							Newark & New York (Gen. N.J.)						
1st Mortgage, Convertible.....	1,283,000	7	March & Sept.	New York.	1880	95	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stratsville:						
Moravia and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Nichigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		6	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$900,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	550,000	8	April & Oct.	New York.	1882	....	New H. Middle'tn & Willman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	116*	1st Mortgage (coup. & reg.)....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	Jan. & July.	"	1902	99*	New Haven & Northampton:						
1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	106*	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible .....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " " ) guar.	500,000	8	March & Sept.	"	1879	100*	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (K. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100*	New Jersey See United Compa'n's						
2d Mort. ( " " ) guar..	70,000	6	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	78
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	75
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1890	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,602,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	85	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874	90*	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,703,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	84*	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,074,000	8	Feb. & Aug.	"	1898	108	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La..		7	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$14,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	90
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S't. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L.S. & M.)							Bonds for R.R. stock ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	57
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) B. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m	7*	Jan. & July.	New York.	1896	....	3d Mort. ( " ) .....	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Consol. Mort. for \$400,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,080,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1866....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1876	93	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	99*
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1893	82
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1893	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U.Pac.S.Br.) skg fund	4,230,000	6*	Jan. & July.	New York.	1890	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873	78
1st Mort. (Tob. & Neosho) S.F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	10,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,533,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1876	81
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1890	....
1st Mortgage Land sug fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74*	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1864	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,600	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	3d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,940	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 18698						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Cdn."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.....	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1907	86
Norwich & Worcester (B.H. & L.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	8	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalment).....	341,500	8	Jan. & July.	New York.	79-89	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	97	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	....	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	95,000	6	"	"	1886	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1890	94 1/2
2d Mortgage, (W. Div.).....	534,000	7	"	"	1874	55	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102 1/2
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1889	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Consolidated Mort. (sterling).....	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg.....	177,000	7 1/2	"	"	74-77	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	102 1/2
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84 1/2	Consolidated Mortgage registered	3,414,000	7 1/2	"	"	1911	105
1st Mortgage (War. & Fkn).....	530,000	7	April & Oct.	"	1882	83	Gold or stg coup.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	71 1/2	Gold or stg reg.....	624,000	6 1/2	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6 1/2	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96 1/2	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,460,000	7	Feb. & Aug.	"	1877	101 1/2	Mortgage Loan, convertible.....	345,600	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1860.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$10,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1897	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	91	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " " "	598,000	8	May & Nov.	Richmond.	1873	93	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " "	574,000	8	March & Sept.	Alexandria.	1880	81	Pittsburg & Connelleville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81 1/2	1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1888	96 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Oswego Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,080	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1895	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	95
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	86 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79 1/2	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1878	....
Income Bonds.....	1,300,000	7	"	"	1892	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101 1/2
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000:	.....	7 1/2	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):	800,000	6 1/2	Jan. & July.	Boston.	1900	....
Panama:							1st Mort. (Maine Section) gold.....	.....	6 1/2	May & Nov.	"	1901	....
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
General Mortgage, stg £507,800.	3,898,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):	.....	6 1/2	May & Nov.	Boston.	1891	....
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage sold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:	250,000	6	Jan. & July.	Portland.	1883	....
Paterson and Newark (Erie):							1st Mortgage of 1863.....	.....	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Line. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poukeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....	1st Mort. gold, conv. & tax free..	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1889	100 1/2	Quincy, Alton and St. Louis:						
2d Mortgage ( " " ).....	2,594,000	6	April & Oct.	"	1875	97	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " " ) stg.....	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92 1/2
State lien for \$17,500,000, skg fd	5,758,905	6	April & Oct.	Harrisburg.	72-90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:			</										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	790,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	" "	72-74	....	South Carolina:						
Consolidated Mort. Skg Fund...	524,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	65	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	77 1/2	Domestic Bonds.....	70,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000 pm	.....	8	" "	"	"	"
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1890	....	2d Mort. " " " "	200,000	7	" "	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	16,000 pm	8*	" "	"	1900	....	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala., gold...	22,000 pm	6*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	82	1st Mortgage gold, assumed....	7,180,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98 1/2	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 18, 1884 guar.	2,029,000	7	April & Oct.	"	1894	91	2d preferred bonds.....	617,000	6	" "	"	'84-'90	72 1/2
2d Mortgage May 1, 1888 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	91	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
1st M. Evans, D. gold skg f'd, con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	" "	"	"	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'96	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscogee) conv....	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Land.)	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Land.	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Land.	3,000,000	7	" "	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
Stand. Mansfield & Newark (O. & O.):							Sunbury and Lewiston:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
San Fran., Oakland & Alameda:							Superior and St. Croix:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage, \$16,000 p. m.....	.....	8	" "	"	"	....
Saratoga & Whitehall (R. & S.):							Superior and Northwestern:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000.....	.....	8	" "	"	"	....
Savannah and Charleston:							Suspens. Brid. & Erie June (Erie):						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Sussex (N. J.):						
Funded Interest bonds.....	157,400	7	" "	"	1889	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah, Griffin & North Ala.:							Swedesboro (W. Jer.):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, endor.....	10,000 pm	8*	May & Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$50,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	Tebos and Neosho (M. K. C. & T.):						
Selma and Gulf:							1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
1st M. (guar. by Ala.) \$18,000 pm.	.....	8*	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000 pm.	.....	8*	March & Sept.	New York.	1889	....	Tioga:						
Selma, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m....	1,800,000	7	June & Dec.	New York.	1894	92 1/2
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	88
Shamokin Valley & Pottav. (N. O.):							2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	81
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
Sheboygan and Fond du Lac:							Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	75
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	80 1/2
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Tom's River & Watert. (N. J. So.):						
Shenango and Allegheny:							1st Mortgage guaranteed.....	80,500	7	" "	New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shenango Valley (Ct.):							1st Mortgage skg fund, unar....	100,000	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	" "	"	1882	....
Land Grant Mortgage gold.....	590,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$300,000	7	Feb. & Aug.	New York.	1890	96	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890		1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1888		2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1893	96	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	81
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	92	2d Mortgage preferred.	600,000	6	"	"	1896	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	97
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878		Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92	1st Mortgage assumed, gold	2,735,000	6	Jan. & July.	New York.	1899	66
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	86	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	91	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890		West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873		1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1890	96
2d Mortgage, guaranteed.	180,000	6	"	"	1878		Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901		1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	86	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	
2d Mortgage (Gov. subidy.)	27,236,000	6	"	"	'96-'99		Wicomico and Pocomoke:						
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1889	74	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	
Income Mortgage	10,000,000	10	March & Sept.	"	1874	72	Williamston and Tarboro:						
Omaha Bridge B'ds, etc. \$250,000	2,500,000	8	April & Oct.	London.	1896		1st Mortgage	350,000	8	May & Nov.	New York.	1900	
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.	1,600,000	6	May & Nov.	New York.	1895		1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80
2d Mortgage (Gov. subidy.)	1,600,000	6	Jan. & July.	"	'96-'78		Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & K. & T.):							1st mortgage.	1,600,000	8	Jan. & July.	New York.	1897	
1st Mortgage gold, skg fund.	3,695,000	6	Jan. & July.	New York.	1899		1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890		1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	86
Sinking Fund sterling \$262,000.	1,288,080	6	Jan. & July.	London.	1880		Wilmington and Weldon:						
Loan of 1876 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1876	97	Sterling Bonds	648,700	6	Jan. & July.	London.	1881	
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1876		Currency Bonds	221,400	7	May & Nov.	"	1882	
Loan of 1883 (" "													



## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

See asterisks (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.										Value of Shares.													
										Par.	p.c.												
										Dividends.													
										Net													
										Gross.													
										Freight.													
										Passenger.													
										Trains Moved.													
										M.													
										Surplus Income.													
										Accounts.													
										Bonds.													
										Stocks.													
										Accounts and Cash.													
										Assets.													
										Rolling Stock.													
										Railroad.													
Companies.																							
										Engines.													
										P.M.E.													
										Freight.													
										2d Track and Sidings.													
										Branch Line.													
										Main Line.													
Years ending.																							
Sept. 30, 1871	1871	60.2	1.5	125.0	3	3	66	Adirondack	3,104,000	1,819,262	715,973	19,684,100	821,540	910,403	3,022,705	268.3	4,095,313	2,200,332	2,000,000	2,000,000	2,000,000	100	100
Oct. 31, 1871	1871	296.0	14.8	14.8	8	8	400	Alabama and Chattanooga	10,500,000	29,207	83,319	684,030	916,000	252,991	43,049	26.4	296,019	296,019	296,019	296,019	296,019	100	100
Nov. 30, 1871	1871	81.3	4.6	4.6	13	13	101	Alabama Central	3,500,000	241,961	83,319	872,360	916,000	252,991	43,049	26.4	296,019	296,019	296,019	296,019	296,019	100	100
Dec. 31, 1871	1871	142.0	85.6	85.6	21	21	241	Alabama and Chattanooga	8,500,000	297,182	218,888	1,800,000	2,000,000	2,000,000	112.5	1,760,942	294,177	294,177	294,177	294,177	294,177	100	100
Jan. 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Feb. 28, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Mar. 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Apr. 30, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
May 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
June 30, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
July 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Aug. 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Sept. 30, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Oct. 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Nov. 30, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Dec. 31, 1872	1872	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Jan. 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Feb. 28, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Mar. 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Apr. 30, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
May 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
June 30, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
July 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Aug. 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Sept. 30, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Oct. 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Nov. 30, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Dec. 31, 1873	1873	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Jan. 31, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Feb. 28, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Mar. 31, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Apr. 30, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
May 31, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
June 30, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
July 31, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,587	3,757,587	3,757,587	3,757,587	100	100
Aug. 31, 1874	1874	182.0	44.0	44.0	40	40	721	Alexandria and Fredericksburg	9,477,216	1,025,188	321,875	2,679,900	2,679,900	2,679,900	70.2	1,093,138	3,757,587	3,757,5					



Sept. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	June 30, 1872	July 31, 1872	Aug. 31, 1872	Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 3
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*Not entered* (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]



02



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

“*not ascertained*” occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]



[illegible]



**WHOLESALE PRICE CURRENT.**

**IRON**—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Pig, 87 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 86; Scrap Wrought, 83 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch-Coltless.....	per ton	58	@	60	-
Gartsherrie.....		57	@	58	-
Glangarnock.....		50	@	62	-
Eglington.....		48	@	49	-
Pig, American, No. 1.....		49	@	50	-
Pig, American, No. 2.....		47	@	48	-
Pig, American, Forge.....		40	@	42	-
Bar, Refined, English and American.....		110			
Bar, Swedes, assorted sizes.....	(gold.)	137	50	@	142 50

—STORE PRICES.—

Bar, Swedge, 1 $\frac{1}{8}$ & 1 $\frac{1}{4}$ to 1 $\frac{1}{2}$ & sq. 1 $\frac{1}{2}$ to	
$\frac{3}{4}$ to 1 & 1 to 2 sq. 6 to 12 $\frac{1}{2}$ & 1.....	150 — @160 —
Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in.	
x 1 to 1 in.....	@100
Bar, Refined, 1 $\frac{1}{2}$ to 6 by 1 & 5-16 in.....	@105
Bar, Refined, 1 $\frac{1}{4}$ by 1 & 5-16.....	@170 50
Large Rounds, 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ to 4 in.....	@120
Scroll.....	@165
Ovals and Half-round.....	@145
Band, 1 to 6 in. by 3-16 to No. 12.....	@117 50
Horse Shoe.....	@125
Kods, 1 to 3-16 Inch.....	@150
Hoop, 1 by No. 22 to 1 & 1 $\frac{1}{2}$ by 13 & 14.....	@172 50
Nail Rod..... per lb.	9¢ — 9¢
Sheet, Russia, as to assortment..... (gold)	18 — 17
Sheet, Slag, and T. Common.....	6¢ — 7¢
Sheet, Doubles and Trebles, Chancery.....	7¢ — 8¢
Sheet, Galvanized.....	List. 10 per ct. disc.
Rails, English..... (gold)..... per ton.	70 — @ 71 —
Rails, American, at Works in Penna. c'y. 80	@ 82 50
Anvils, (Eagle)..... per lb currency.	9 ¢ —

**STEEL—Duty:** Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad val. all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....	per lb.	184	@	23
English Spring (2d and 1st quality).....		98	@	10
English Blister (2d and 1st quality).....		14	@	18
English Machinery.....		@	@	14
English German (2d and 1st quality).....		124	@	14
American Blister.....		@	@	11
American, Cast, Tool.....		@	@	17
American, Cast Spring.....		@	@	11
American Machinery.....		114	@	12
American German Spring.....		9	@	@

**NAILS—DUTY:** Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....	per keg.	5	@	\$ 25
8d. and 9d.       "		5	@	\$ 50
6d. and 7d.       "		5	@	\$ 75
4d. and 5d.       "		5	@	\$ 75
3d.               "		6	@	\$ 75
Cut, 2d and 3d. Fine.....		7	@	\$ 50
Cut Spikes, all sizes.....		5	@	\$ 50

**TIN**—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banco.....	(gold), per lb.	— @ —	37 1/2
Straits .....	(gold),	22 @ —	32 1/2
English.....	(gold),	— @ —	31 1/2
Plates—Fair to good brands.	Gold.....	Currency.	
I. C. Charcoal....	per box. 11 75 @ 12 —	14 25 @ 14 50	
I. C. Coke.....	9 25 @ 10 50	11 25 @ 12 50	
Coke Terme.....	8 25 @ 9 50	10 — @ 11 25	
Charcoal Terme.....	10 25 @ 11 —	12 25 @ 13 —	

**PETROLEUM**—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	10 @	101
Crude, 40 @ 47 gravity (in shipping order).....	144 @	14
Refined, Standard White (in ship's order).....	20 @	20
Refined, S. W. (in jobbing lots).....	20 @	21
Refined, S. W. (in tin).....	268 @	27
Naphtha, Refined, (65 @ 78 gravity).....	10 @	11
Residuum.....(in shipping order).per gall. ....	11 @	11

**COPPER**—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	@	45
Copper, Bolts	@	48
Copper, Braziers' (over 16 oz.)	@	45
Copper, Nails	@	45
Copper, Old Sheathing, &c., mixed lots	28 @	30
Copper, American Ingot	33 @	38
Copper, English Pig	29 @	30
Yellow Metal, New Sheathing & Bronze	@	27
Yellow Metal, Bolts	@	32
Yellow Metal, Nails, Sheathing & Slating	27 @	30

**LEAD—DUTY:** Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....	(gold) per 100 lb.	6 76	@ 6 87 1/2
German Ordinary.....	(gold) 6 75	@ 6 87 1/2	
English.....	(gold) 6 75	@ 7 -	
Bar.....		9 25	
Pipe.....		@ 10 50	
Sheet.....		@ 10 50	
Colwell, Shaw & Willard Tin-Lined Lead Pipe 16c. pr. lb.			
Tatham's improved Tin-Lined Lead Pipe.....		16c.	

**COAL—DUTY:** Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16	—	@18	—
Liverpool House Cannel.....	—	—	@20	—
Anthracite (by cargo) ... per ton of 2,000 lb.	5	—	@6	—

**New York Stock Exchange.**

**Actual Sale Prices for the week ending May 7**

	Th.1.	P.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston, Hart. & Erie.....	31	3	3	34	31	3
Canton Co.....	384				1014	104
Central Pacific Co.....	102	1024	1024	1034	1034	1034
Central of N. Jersey.....				102	1024	1024
Chicago & Alton.....						
pref.....						
1 M. C.....	104					
S. F.....						
Inc. bds.....						
Chicago, Burl. & Q.....						
84, 1883.....					112	
Chic. & Northwestern.....	804	80				
pref.....	854	874	854	864	864	874
1st M.....	99			994		
S. F.....						
Consol.....			894			894
Chic. Rock Isl. & Pac. 1074		108	1074	1084	1104	1104
Chi., R. I. & Pa. 74, 1896 1034			1034			
Clev. Col. C. and Ind. 88			884	89		
Clev. & Pittsburg guar. 88		884	884	884	884	884
2 M.....						
3 M.....						
4 M.....	854		86		86	
Clev. and Toledo.....						
S. F. 74.....						
Col., Chi., & Ind. C.....	374	354	334	344	354	354
1 M.....	894	894	894	864	874	874
2 M.....	72	724	724		724	724
Del. & Hudson Canal.....		115	1144	1144	1144	1144
Del. Lack. & Western.....	102		101	1014		1024
1 M. 74.....	101					
2 M. 74.....		644	644			
Erie Railway.....	644	644	644	654	654	644
pref.....		73		73		
1 M. 74, 1897.....				1014		
2 M. 74, 1879.....						
3 M. 74, 1883.....				994		
4 M. 74, 1880.....				100		994
5 M. 74, 1888.....						
74, con. gold.....						
Great Western 2d mort.....			864		884	
Hannibal & St. Joseph.....		40	404	404	414	414
pref.....						
84, conv.....						874
Hudson River.....						
2 M. S. F.....						
3 M. 74, 1875.....						
Illinois Central.....		1104		117	117	1184
74.....						
Lake Shore & Mich. S. P. 914		914	914	924	93	924
Lake Shore Div. bonds.....						
Marietta & Cin. 1st pref.....		23				
2d pref.....						
Michigan Central.....		1054		105		
S. F. 84, 1882.....						
M. S. and N. I. 1 M. S. F.....			1014			
2 M.....						974
Mariposa Mining Co.....						
pref.....		1				
Milw. and St. Paul.....	574	564	57	57	574	584
pref.....	724	73	714	724		734
1st mort.....						
2d mort.....						
84.....					108	
73-104 con.....						
74, gold.....				93		
Missouri 64.....	94	94			94	94
H. & St. J. 144.....						
Morris and Essex.....		924	924	92	924	924
1st mort.....				102	1024	
2d mort.....	97	974	974	974		
N. Y. Cen. & Hud. Riv. 1004		1004	1004	1014	103	1014
74, S. F. 1876.....		102	100	1014		
64, S. F. 1883.....		914	91			904
64, S. F. 1887.....			92			
N. York and Harlem.....		125	1224	1244	126	1274
pref.....				73		
1 M. 74, 1873.....						

**New York Stock Exchange**

**Actual Sale Prices for the week ending May 5**

FEDERAL STOCKS:—	Th.	F.	Sat.	S.	M.	Tu.	W.
U. S. 5s, 1874, reg.....	"	"	"	"	"	"	"
U. S. 5s, 1874, coup.....	"	"	"	"	"	"	"
U. S. 5s, 10-40s, reg.....	112	"	"	"	"	"	"
U. S. 5s, 10-40s, coup.....	113½	113½	"	"	113½	113½	"
U. S. 5s, 1881, reg.....	"	"	"	"	117½	"	"
U. S. 5s, 1881, coup.....	"	"	"	"	"	"	"
U. S. 6s, 1881, reg.....	117½	"	"	"	118	"	"
U. S. 6s, 1881, coup.....	120½	120½	120½	121½	121½	"	"
U. S. 6s, 5-20s, reg '62.....	"	"	"	"	"	"	"
U. S. 6s, 5-20s, c. 1862.....	"	"	"	"	115¾	"	"
U. S. 6s, 5-20s, reg '64, 114½	"	"	"	"	114½	"	"
U. S. 6s, 5-20s, c. 1864.....	114½	114½	115	115½	"	"	"
U. S. 6s, 5-20s, reg '65.....	"	"	"	"	"	"	"
U. S. 6s, 5-20s, c. 1865, 117¾	117¾	117¾	117¾	118	"	"	"
U. S. 6s, 5-20s, r. n. '65.....	"	"	"	"	117½	"	"
U. S. 6s, 5-20s, c. n. '65.....	117½	117½	117½	117½	118	"	"
U. S. 6s, 5-20s, reg '67.....	117	"	"	"	117½	"	"
U. S. 6s, 5-20s, c. 1867, 119½	119½	119½	119½	119½	120	"	"
U. S. 6s, 5-20s, reg '68.....	119½	"	"	"	"	"	"
U. S. 6s, 5-20s, c. '68.....	"	118	"	"	118	118	"
U. S. 6s, Pac.RR issue.....	"	"	"	"	115½	115½	"

### Philadelphia Stock Exchange.

**Actual Sale Prices for the week ending May 6**

Catawissa preferred	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Camden and Amboy.....	.....	.....	.....	.....	.....	.....
.. 6s, 1876	.....	.....	.....	.....	.....	.....
.. 6s, 1883	.....	.....	91	.....	.....	.....
.. 6s, 1889	.....	.....	.....	90	.....	.....
.. mort. 6s, 1897	94	94	.....	.....	.....	94
Elmira & Williamsport.....	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....	.....
Lehigh Navigation.....	40	40	40	39	40	40
.. 6s, 1884	87	.....	.....	.....	.....	88
.. Gold L.	93	.....	88	94	95	.....
.. R. R. L.	92	.....	.....	92	92	.....
.. Conv. L.	77	.....	.....	83	.....	.....
Lehigh Valley R. R.	60	60	60	60	60	60
.. 6s new coup.	.....	.....	.....	88	.....	.....
.. 6s new reg.	99	99	99	99	.....	.....
Little Schuylkill R.R.	.....	47	47	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....	.....
Mtnehill	52	52	.....	.....	.....	.....
Morris Canal.....	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
North Pennsylvania	.....	.....	.....	.....	.....	.....
.. 6s, 1880	.....	.....	.....	.....	.....	.....
.. 7s	.....	.....	96	96	96	.....
.. 10s, 1887	.....	.....	.....	.....	.....	.....
Northern Central.....	37	.....	.....	35	.....	.....
Oil Creek & Alleg. Riv.	32	.....	32	32	.....	.....
.. 7s	.....	.....	.....	.....	.....	71
Pennsylvania R. R.	57	57	54	54	54	53
.. 1st M.	100	.....	.....	.....	.....	.....
.. 2d M.	.....	.....	.....	.....	.....	.....
.. Gen. mort.	94	94	94	94	94	94
.. reg.	96	.....	97	.....	97	.....
Penn. State 6s. 1st series	.....	.....	.....	.....	.....	.....
.. 6s. 2d series.	107	.....	.....	.....	.....	107
.. 6s. 3d series.	109	.....	.....	.....	.....	.....
Philadelphia City. 6s.	97	.....	.....	.....	.....	.....
.. new	101	101	101	101	101	101
Phila., Germ. & Nor.	.....	.....	.....	.....	.....	.....
Phila. & Reading	58	57	57	57	58	57
Philadelphia and Erie	.....	.....	.....	26	.....	.....
.. 6s	.....	.....	.....	.....	.....	.....
.. 7s	91	.....	.....	91	91	.....
Phila., Wilm. & Balt.	.....	.....	.....	.....	.....	.....
Schuylkill Navigation	.....	7	.....	.....	14	.....
.. pref.	.....	.....	.....	.....	.....	.....
.. 6s, 1882	.....	.....	.....	.....	.....	.....
.. 6s, 1876	75	.....	.....	.....	.....	.....
.. 6s, 1872	82	.....	.....	.....	.....	82
United Co. of N. Jersey.	119	120	120	120	119	120
Hestonville, (Horse)	19	.....	.....	.....	19	.....
Chestnut & Wal.	.....	.....	.....	.....	.....	.....
Green & Coates	.....	.....	.....	.....	.....	.....
2d and 3d streets	.....	.....	57	.....	.....	.....
Spruce and Pine	32	.....	.....	.....	.....	.....
13th and 15th sts.	.....	.....	.....	.....	.....	.....

### Baltimore Stock Exchange.

*Actual Sale Prices for the week ending May 6.*

	W.30. Th.1.	F.2. Sat.3.	M.5. Tu.6
Baltimore City 6s, 1875.	98	98	98
.. 1886	..	..	..
.. 1890	99	98½	98½
.. 1884	..	..	..
.. 1900	..	98½	98½
Balt and Ohio	172	..	172½
.. bonds, 1875.	..	..	..
.. 1880.	..	..	..
.. 1885. 95½	..	95½	..
Marietta & Cin. 1st M.	100	99	99
.. 2d M.	93	90½	90
.. 3d M. 8s.	83½	84	84
Northern Central.	37	..	35½
.. bonds, 1885.	..	..	..
.. 1900.	85	..	..
Pittsb. & Connellsv. 7s.	95½	95	95½
N. W. Va. 1st mort.	..	..	..
.. 2d mort.	..	..	..
.. 3d mort.	..	..	..
Virginia 6s, Consol.	..	..	..
.. Deferr. Certif.	..	134	..
N.Y. Passeng. & R.	..	..	..



## Boston Stock Exchange.

Actual Sale Prices for the week ending May 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston and Albany	144	144	143	143	142	142
Boston and Lowell	117	117	116	116	115	115
Boston and Maine	117	117	116	116	115	115
Boston and Providence	146	146	145	145	144	144
Boston, Hartford & Erie	38	37	37	39	38	38
Cheshire, pref.	109	109	109	109	109	109
Chl. Burl. & Quincy	109	109	109	109	109	109
Concord	84	84	83	83	82	82
Connecticut River	107	107	107	107	106	106
Eastern	107	107	107	107	106	106
Fitchburg	104	104	103	103	102	102
Manchester & Lawrence	105	105	105	105	104	104
Michigan Central	105	105	105	105	104	104
Northern, N. H.	110	110	110	110	109	109
Ogdens & Lake Cham.	52	52	52	52	51	51
Old Colony	111	111	111	111	110	110
Ph. W. & Baltimore	57	57	57	57	56	56
Port'd, Saco & Ports.	130	130	130	130	129	129
Union Pacific	83	83	83	83	82	82
Land Grant 7s.	74	74	74	74	73	73
Income 10a.	71	71	71	71	70	70
Vermont & Canada	69	69	69	69	68	68
Vermont & Mass.	84	84	84	84	83	83
South Boston (Horse)	102	102	102	102	101	101
Cambridge	56	56	56	56	55	55
Metropolitan	56	56	56	56	55	55
Middlesex	30	30	30	30	29	29
Central Mining Co.	30	30	30	30	29	29
Copper Falls	30	30	30	30	29	29
Franklin	12	12	12	12	11	11
National	12	12	12	12	11	11
Pewabic	47	47	46	46	45	45
Quincy	47	47	46	46	45	45

## London Stock Exchange.

	Closing April 18.	Prices April 10.
Atlantic & Gt. W. 1st mort., \$1,000..	80 - 81	80 1/2 - 81 1/2
Do. 2d mort., \$1,000..	71 1/2 - 72	70 1/2 - 71 1/2
Do. Con. mort. B'nds Bisch's Cert.	54 - 55	52 - 54
Do. Reorg. Scrip.	96 - 98	96 - 98
Do. Leas. Lines, Rental Bonds	93 - 94	93 - 94
Detroit & Milwaukee 1st mort. Bonds	73 - 75	73 - 75
Do. 2d do.	70 - 75	70 - 75
Erie shares 100 dol. all paid	51 - 51 1/2	51 1/2 - 51 1/2
Do. Ticket of Protec. Com. attached	95 1/2 - 96	95 1/2 - 96
Do. 6 per cent Convertible Bonds	95 1/2 - 96	95 1/2 - 96
Do. European Agency Certificates	92 1/2 - 93	91 - 93
Illinois Central \$100 shares all paid	92 1/2 - 93	91 - 93
Do. Redemption mort. bonds 6 p.c.	98 - 100	98 - 100
Illinois & St. Louis Bridge 1st mort.	98 - 100	98 - 100
Marietta and Cincinnati Rail. Bonds	84 - 88	84 - 88
Michigan Central 8s 1882, conv.	85 - 90	85 - 90
Panama 2d mort.	95 - 97	95 - 97
Panama General mort.	95 - 97	95 - 97
Pennsylvania, 2d mort.	97 - 99	97 - 99
Do. General mort.	98 - 99	98 - 99
Do. \$50 shares	45 - 47	44 1/2 - 45 1/2
Philadelphia and Erie 1st mort.	95 - 97	95 - 97
Do. with option to be paid in Phila.	95 - 97	95 - 97

## American Railroad Journal.

Saturday, May 10, 1873.

## Stock Exchange and Money Market.

The city banks have made a decided and very encouraging gain in their reserves since our last, and the course of the Money market has been much more favorable for the borrowing interests, the later call loan negotiations having been on the basis of legal rate of 7 per cent per annum to the more prominent of the Stock Exchange firms and 6@7 per cent to the leading Government houses. The discount market also worked more smoothly for the mercantile classes, and strictly prime to very good commercial paper was quoted in request at 8@10, and railway notes and acceptances, more salable at 10@12 per cent per annum. There has been far less pressure for aid, and the general tendency of the movement has been toward a further relaxation in rates. The return of currency from the country, and the usual tendency to ease in the Money market in the month of May go very far to restore confidence after the recent prolonged pressure and extravagant rates for Money. The effect upon the general trade of the city, cannot fail to tell upon business at a season like the present, when the reopening of

Canal and Lake navigation favors a free demand for merchandise for the West and a liberal export demand for domestic produce from the West. The banks are once more ahead in their obligatory reserve, the last statement showing that they had \$2,729,425 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance over a million dollars; while adding nearly two millions to its currency reserve. Its currency reserves at the close of the week were \$20,391,184; and its coin hoard, \$42,204,981.

The clearances of the banks averaged through the week 116 3/4 millions a day, and amounted in the aggregate, for the whole week, to \$698,038,786 as against \$693,515,940 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$1,946,705 and cut down its coin reserve \$1,088,621 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$18,677,800, against \$18,325,400 same time last year. The city bank deposits are now \$196,471,900 against \$211,636,400, week ending May 4, 1872. The legal tender reserve amounts to \$40,051,700, against \$47,407,400 same time last year. The circulation now stands at \$27,564,400 against \$27,809,800 same time last year. The loans are now \$270,721,100 against \$280,284,900 at this date last year.

The coin reserve of the city banks is now about 18 3/4 millions as against about 25 1/4 million on the 20th of last July; the legal tender reserve is nearly 40 1/2 millions against about 55 1/2 millions on the statement of June 15th; and the deposits are now about 196 1/2 millions, against 247 1/2 millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$4,402,682 of currency, and \$5,872,550 of gold, the latter including \$2,114,000 from customs; and disbursed \$2,455,916 of currency and \$6,957,171 of gold, the latter embracing \$4,249,816 of coin interest.

Government revenues have been yielding rather less satisfactory since our last. The excises yielded within the week about 1 1/2 millions, and thus far in the current fiscal year beginning with July 1, 1872, \$94,869,578. The customs at the port of New York, for the week, were \$2,016,936, and at the outports, about \$700,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, \$4,474,615; special deposit of legal tenders for the redemption of certificates of deposit, \$26,230,000; coin, \$73,787,874. Coin certificates outstanding, \$25,997,100. Legal tenders outstanding \$357,180,919.

The Gold speculation has been comparatively weak and hesitating, on a restricted volume of dealings, though toward the close there was rather more animation apparent. The customs and export drains were light. The enlarged produce exports tended to lessen the confidence of operators for higher figures. The range of the price during the week has been from 116 3/4 @117 3/4 and the closing quotation on Wednesday was 117 1/4 against 117 1/4 on Wednesday of the preceding week. The specie outflow last week, was \$401,318. The Gold Exchange Bank clearances

have averaged about 63 1/4 millions per day during the week.

The customs demand for Gold last week, averaged \$352,338 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been \$1,097,018 against \$622,639 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$115,269,464 against \$136,466,924 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$67,805,192, against \$67,943,970 during the same time in 1871-2.

The export drain of specie was \$401,318 last week, against \$1,735,018 same week preceding year. The shipments since July 1, 1872, have been \$53,388,447 against \$33,275,268 during the same portion of 1871.

Foreign Exchange has been held more firmly, though not remarkably active. Bankers' sixty day bills on London, closed at 108 3/4 @108 3/4; sight bills on London, at 109 1/4 @109 1/4. The week's exports of Domestic Produce have been to the currency value of \$7,518,679.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold as follows: Thursday, May 15, \$1,000,000; Thursday, May 22, \$1,500,000; Thursday, May 29, \$1,000,000. And to buy in Five-Twenties as follows; Wednesday, May 21, \$500,000.

On Wednesday, Government bought in \$500,000 Five-Twenties from 115 7/4 @115 9/2, net out of an aggregate offering of \$1,351,400.

Government securities have been in much better request at firmer and buoyant prices, favored by the growing ease in Money and the encouraging debt exhibit May 1, which showed a further liquidation in April of \$2,155,228.

U. S. sixes of 1881 closed on Wednesday of this week at 121 1/2 @121 3/4; U. S. Five-Twenties of 1862, 115 1/2 @116; U. S. Five-Twenties of 1864 at 115 1/2 @116; U. S. Five-Twenties of 1865, 117 3/4 @117 3/4; U. S. Five-Twenties of 1865 consolidated, 118 1/4 @118 3/4; U. S. Five-Twenties of 1867, 120 @120 1/2; U. S. Five-Twenties of 1868, 118 1/2 @118 3/4; U. S. Ten-forties at 118 3/4 @114; U. S. Fives of 1881 (Funding Loan) 114 1/2 @115; Six per cent. currency Sixes from 115 3/4 @115 3/4.

State bonds have been attracting more attention from investment buyers and have been held with increasing firmness.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 23.	April 30.	May 7.
Consols	98 3/4	98 3/4	98 3/4
U. S. 5-20s, 1865	91 1/2	92	92
" 1867	93 1/2	93 1/2	93 1/2
" 10-40s	89 1/2	89 1/2	89 1/2
New Fives of 1881	90	90	89 3/4
Erie	51 1/2	50 1/2	50 3/4

\* Ex-May coupon.

The Metal trade has been devoid of animation. Trade in Copper has been quite dull, with prices quoted easier. Lake closing at 82 1/4 c., without important sales; 75 tons best selected English changed hands at 80 1/4 c. @80 1/4 c., cash and 30 day's credit. Scotch Pig-Iron has been offered more freely at yielding prices, without leading to much activity; sales have been reported of 350 tons Glengarnock on private terms, and 100 tons



Eglinton at \$49. American Pig-iron depressed and lower, with a slack demand noted. Other kinds quiet. We quote Glengarnock Pig at \$50; Eglinton do. at \$49; No. 1 American Pig at \$48; No. 2 do. at \$45; Wrought Scrap at \$50 @ \$52; English rails at \$70 @ \$71, gold; American Rails at Works, \$80 @ \$83; Pig lead firmer and in more request at 6 3/4 c. @ 6 3/8 c., gold, for ordinary foreign; sales, 100 tons. Spelter has been quiet at 7 1/2 c. @ 8 c., gold. Pig-tin has been very quiet with Straits quoted at 32 c., and English at 31 3/4 c., gold. Tin Plates dull; 500 boxes Charcoal sold at \$12, gold. Charcoal Plates quoted here at \$11 75 @ \$12 25; Charcoal Terne, \$10 @ \$10 75; Coke, \$9 75 @ \$10 50; Coke Terne, \$8 50 @ 97 75, gold, per box. Zinc quiet at former prices.

The Railway and Miscellaneous share speculation has shown more activity, and though disturbed by the course of Pacific Mail, under its embarrassing connections, the market towards the close showed comparative firmness and buoyancy, influenced in part by the growing ease in Money.

Railway Mortgages Bonds have been in more request, for investment purposes, at firmer rates. Central Pacific Sixes have been more sought after closing at from 103 1/4 @ 104. Chesapeake and Ohio Sixes have been more freely purchased at 88 and interest. Western Pacific Sixes have been in better demand at 95. The Northern Pacific 7-80 Loan has been in good request at par and interest.

General business has been moderately active, and toward the close quoted steadier as to values. Breadstuffs met with a freer sale, in good part for export. Cotton, moderately dealt in. Groceries, brisker. Sugars and Coffee firmer. Middling upland Cotton left off at 19 1/4 c. per lb. The receipts at all the ports, since Sept. 1, have been 3,272,024 bales, against 2,576,914 bales same time in the preceding year; exports 2,178,643 bales against 1,776,028 bales in the previous year; stock at the ports at latest dates, 430,234 bales against 272,255 bales same date 1871.

Foreign goods have been rather more sought after on the basis of previous quotations. The week's imports amounted to \$6,970,387 including \$1,721,428 of dry goods.

Ocean freights have been more active, closing more firmly.

At the Live Stock Markets, Beesves have been in less request at from 9 1/4 @ 13 1/4 cts. Veals in more demand at 5 @ 12 cts.; Sheep at from 5 @ 8 cts.; Swine at 6 1/4 @ 6 1/2 cts. per lb., all live weight. The week's receipts were 9,586 Beesves, 3,383 Veal Calves, 11,688 Sheep and Lambs, and 41,919 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Hannibal and St. Joseph L. G. Bonds, 105; Belleville and Southern Illinois 1st mort., 97; Western Pacific R. R. bonds, 95 1/2; Mil. and St. Paul 1st mort., Iowa div., 84 1/2; do. La C. div., 90 1/2; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D., 92 1/2; Delaware and Hudson Canal 1st mort., 1884, 102 3/4; Louisville and Nashville 7s, consol., 1898, 93; Buffalo, New York and Erie, 1st mort., 94; Pacific R. R. 7s, guar. by Mo., 98 1/2; Albany and Susq. R. R., 95; do. 2d mort., 97; Cleve., Col., Cin. and Ind. 1st mort., 100 1/2;

Long Dock bonds, 98; Lake Shore and Michigan Southern 7s, consol., reg., 99; St. Louis, Jackson, ville and Chicago 1st mort., 91; Central of New Jersey 1st mort. new, 103 3/4; Burlington, Cedar Rapids and Minnesota 1st mort., 91 1/4; Boston, Hartford and Erie 1st mort., 38; Nashville and Decatur 1st mort., 91; Cedar Falls and Minn. 1st mort., 81; North Missouri 1st mort., 91; Detroit, Monroe and Toledo 1st mort., 97 1/2; New York and New Haven 6s, 97; New Jersey Southern 1st mort., 75; Canada Southern 1st mort., 92 1/2; Pacific R. R., of Mo., 47; Atlantic and Pacific pref., 23 1/2; St. Louis and Iron Mt. R. R., 86; do. 1st mort., 98 3/4; Ohio and Mississippi 7s, consol. S. F., 94; Western Union Tel., 87 3/4; do. 7s, 94 1/2; Quicksilver pref., 48 1/4; Am. Mer. Union Exp., 68; U. S. Exp., 74; Adams Exp., 95 1/2; Wells-Fargo Exp., 81 1/4; Consol. Coal of Md., 57 1/2; Maryland Coal, 24 1/2; New Central Coal 42; Pennsylvania Coal, 225; Alabama 8s, 1893, 85 1/2; N. Y. State 7s, B. L., coup., 105 1/2; South Carolina 6s, new, Jan. and July, 17 1/2; Brooklyn 6s, W. L., 94 1/4; do. P. L., 93.

**Philadelphia.**—Lehigh Valley 7s, new, 104 3/4; Philadelphia and Reading Gen'l mort. 7s, reg. 105; do. coupon, 102 3/4; do. 7s, new conv., 106; Pennsylvania and New York 7s, 101 1/4; Allegheny Valley 7 3-10s, 94; Pittsburg, Cincinnati and St. Louis 7s, 75 1/2; Morris Canal 2d mort., 93; do. B. L., 90; Ithaca and Athens 7s, 100; Connecting R. R. 6s, 87; Westchester and Philadelphia R. R. 7s, 101 1/2; Harrisburg and Lancaster R. R. 6s, 94; Elmira and Williamsport 6s, 58 1/2; Wilmington and Reading 7s, 100; Pennsylvania Canal, 17; Camden and Atlantic pref., 42; Nesquehoning R. R., 53 3/4; Pennsylvania R. R. allotments, 53 1/2; Lombard and South St. R. R. 21; Pittsburg 6s, 74; do. 7s, 101. The latest quotations are: City 6s, 97 1/4 @ 97 1/2; do. free of tax, 101 1/8 @ 101 1/2; Pennsylvania State 6s, 1st series, 101 1/2 @ —; do. 2d series, 107 @ 107 1/2; do. 3d series, 109 @ 109 1/4; Philadelphia and Reading 57 3/4 @ 57 7/8; do. Gen'l mort. 7s, coup., 102 3/4 @ 103; do. reg., 104 @ 105; do. mort. 6s, 1880, 94 @ 95; do. 7s, new, conv., 105 1/2 @ 106 1/2; United New Jersey R. R. and Canal Co., 119 3/4 @ 120; Camden and Amboy mort. 6s, 1889, 94 3/4 @ 94 1/2; do. 1883, 91 1/2 @ 92; do. 1889, 89 3/4 @ 90 1/2; Pennsylvania R. R., 53 3/4 @ 53 3/4; do. allotment, 53 3/4 @ 53 3/8; do. 1st mort., 100 @ 101; do. 2d mort., 97 @ 97 1/2; do. General mort coupon, 93 3/4 @ 94; do. reg., 97 1/2 @ 98; Little Schuylkill R. R., 46 3/4 @ 47; Morris Canal, 49 @ 50; do. pref., 125 @ 127; do. 6s, 92 @ 95; Susquehanna Canal, 7 @ 8; do. 6s, 75 @ 75; Schuylkill Nav., 7 @ 8; do. pref., 14 1/4 @ 14 1/2; do. 6s, 1882, 76 1/2 @ 77 1/4; do. 1872, 82 @ 83; Elmira and Williamsport pref., 37 @ 40; do. 7s, 1873, 97 @ 99; do. 5s, 58 @ 59 3/4; Lehigh Coal and Navigation, 40 @ 40 1/4; do. 6s, 1884, 88 @ —; do. R. R. Loan, 92 @ 92 1/2; do. Gold Loan, 94 @ 95; North Pennsylvania, 47 @ 48; do. 6s, 96 1/2 @ 98; do. 7s, 96 1/2 @ 97; do. Chat-tle 10s, 106 1/2 @ —; Philadelphia and Erie, 25 3/4 @ 26 1/2; do. 6s, 89 @ 90; Minehill, 52 @ 52 1/2; Cat-awissa, 21 @ 21 1/2; do. pref. 44 3/8 @ 45 1/4; do. new pref., 33 @ 33 1/4; do. 7s, 1900, 101 @ 101; Lehigh Valley, 60 @ 60 1/2; do. 6s, new coupon, 97 1/2 @ 98; do. reg., 98 1/2 @ 99; do. 7s, 103 3/4 @ 104; Fifth and Sixth streets, (horse,) 51 1/2 @ 52; Second and Third, — @ 57; Thirteenth and Fifteenth, 20 1/2 @ 22; Spruce and Pine, 32 @ 33 1/4; Green and Coates 49 @ 50; Chestnut and Walnut, 60 @ —; Hestonville, 19 @ 19 3/8; Germantown, 81 @ —.

**Boston.**—Chicago, Burlington and Quincy 7s, 94 1/2; do. rights, 5 45; Burlington and Missouri R. R., 108; do. in Nebraska, 66; do. 8s, in Nebraska, old, 100 1/4; Atchison, Topeka and Santa Fe R. R., 20 1/2; do. 1st mort., 74; do. 7s, L. G., 73 3/4; Chesire 6s, 1875, 95 1/4; do. 1877, 95 3/4; do. 1830, 94 3/4; Ogdensburg and Lake Champlain Equip. 8s, 97; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1894 @ 1916, 87 1/4; West Wisconsin 7s, 1896, gold, 84 3/4; Old Colony and Newport 6s, 1875, 97 1/2; Boston, Clinton and Fitchburg 7s, 91; Malden and Melrose Horse R. R. 6s, 1880 @ 1883, 90 3/4; Vermont Central 1st mort., 34; do. Equip. 8s, 76; Eastern (N. H.) R. R., 100 3/4; Rutland R. R., 10; do. pref., 58; do. scrip, No. 3, 91; do. No. 1, 90; Connecticut and Passumpsic Riv. R. R., 88 3/4; Portsmouth Gt. Falls and Conway R. R., 93; Cincinnati, Sandusky and Cleveland R. R., 17 1/4; Worcester and Nashua R. R., 135; Boston Water Power, 31; do. scrip, 71; Cary Imp., 13 1/2; Waverly Land, 4 1/2; Brookline Land, 5 1/4; Boston Land, 6; New Hampshire 6s, 98 3/4; Maine 6s, 1889, 99; Charlestown 6s, 1888, 94 3/4; Portland 6s, 1887, 90; St. Louis 6s, 1886, 90; Bangor 6s, 1894, 89 1/2; Cambridge 6s, 1876, 95; Bath 6s, 1888, 89 1/2; Chicago 7s, 1892, 98 1/2; Lowell 6s, 1890, 95 1/4; Springfield 6s, 1882, 94 1/4; Boston 6s, 1880, reg., 98 1/2; Allouez Mining Co., 20; Calumet and Hecla, 160; Dawson Silver, 25c.; Mesnard, 2 1/2; Petherick, 4; Ridge, 10 1/4; Rockland, 3 1/4; St. Clair, 3 3/4.

**Baltimore.**—Central Ohio R. R., 40; do. 1st mort., 86 1/4; Orange and Alexandria 4th mort. 8s, 81 1/2; Northern Central 6s, 1900, gold, 93; Orange, Alex. and Manassas 7s, 82; Maryland Defense 6s, 104; Memphis City 6s, 57; Virginia consols, coupons, 82; Santa Clara Mining Co., 3.65. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80 @ 81; Pittsburg and Connellsville 7s, 1898, 95 @ 95 1/4; Baltimore and Ohio, 172 @ 173; do. 6s, 1875, 98 1/2 @ 99 1/2; do., 1880, 97 @ 97 1/2; do., 1885, 95 @ 95 1/2; Parkersburg Branch, 11 @ —; Northern Central, 35 @ 37; do. 6s, 1885, 92 @ 93; do., 1900, 85 @ 85 1/2; do., 6s, 1900 gold 92 3/4 @ 94; N. W. Va. 1st mort., — @ 92 1/2; do., 2d mort., — @ —; do., 3d mort., 1885, 89 @ —; Marietta and Cincinnati 1st mort. 7s, 1892, 99 1/2 @ 99 3/4; do., 2d mort., 7s, 89 3/4 @ 90; do., 3d mort., 8s, 83 3/4 @ 84; Central Ohio, 42 @ 42 1/2; do. pref., 41 @ 41; do. 1st mort., 86 @ 86 3/8; Western Md. 1st mort. 6s 1890, 85 @ 90; do. 1st mort. guar., 97 @ 97 1/2; do. 2d mort. guar., 97 @ 97 1/4; do. 3d mort. guar., 97 @ 98; do. 2d mort. pref., 75 @ 85; do., 2d mort. guar. by Washington Co., 82 1/2 @ 84; Richmond and Danville 1st mort., 76 @ 77; Orange and Alexandria 1st mort. 6s, 90 @ 95; do., 2d mort. 6s, 87 @ 91; do., 3d mort. 8s, 95 @ 97; do., 4th mort. 8s, 81 @ 81; Orange Alex. and Manassas 7s, 81 1/2 @ 81 1/2; Virginia and Tennessee 1st mort. 6s, 95 @ —; do., 6s, 2d mort., 77 1/2 @ 78; do. 8s, 3d mort., 87 1/2 @ 88 1/2; Baltimore 6s, 1875, 98 @ 98; do., 1884, 96 3/4 @ —; do. 1886, 98 1/2 @ 99; do., 1890, 98 @ 99 1/4; do., 1893, 97 @ 97; do. 1893, exempt, 101 1/2 @ 101 1/2; do., 1900, exempt, 98 1/2 @ 99; do. 1900, new, 98 @ 98 3/4; do. 1902, 98 @ 99 1/4; Memphis City 6s, 56 @ 58; Maryland Defense Loan, 1883, 104 1/4 @ 104 1/4; Virginia 6s, old, 36 @ 40; do. coupons old, 46 @ 50; do. consol. 6s, 52 3/4 @ 53 1/4; do. reg. 51 @ 53; do. coupons, 82 @ 82 1/4; West Virginia, 13 @ 13 1/2; City Passenger R. R., 20 @ 21; George's Creek Coal, 120 @ 128.



**Baltimore, Chesapeake and Delaware Bay Railway.**

A meeting of the corporators of this company, for which a charter was obtained at the last session of the Maryland Legislature, was held in this city yesterday, for the purpose of electing a president and board of directors, and which resulted in the choice of the following gentlemen: Dr. G. W. Goldsborough, of Caroline county, president; Dr. Alexander Hardcastle, of Queen Anne's county, R. W. Ericson, of Kent Island, J. B. Penington, of Dover, John Manlove, of Caroline county, and Sydney C. Long, of Baltimore, directors. The route of the proposed road has been surveyed, and though it will bring lower Delaware nearer to Baltimore than to Philadelphia, the ultimate object, it is understood, is to make a connection with New York other than that now had by way of Philadelphia. The route selected was originally one that had been agreed upon by several gentlemen of Delaware, and who obtained a charter for the same, but failing to avail themselves of the charter, it was repealed by the late Legislature and one granted to the corporators of the proposed new road.

There is at present a road from Lewes, on Delaware Bay, to Harrington, and it is intended to run the road from Harrington to Queenstown, Md., by way of Greenboro' where it will cross the Maryland and Delaware Railroad leading from Oxford to Clayton. Kent Island will be the Maryland terminus, and from thence steamboats will run to this city. Should the road be so constructed as to make a new connection with New York, it will connect at Harrington with the Junction and Breakwater Railroad, and thence to Delaware Bay, where a line of steamboats will connect with New York. In all about eighty miles of track will be laid, and a desire was evinced at the meeting yesterday that the work of constructing the road should be commenced without delay. It was also stated that perhaps a summer resort, similar to Holly Grove, will be established at the Kent Island terminus, that place being represented as well adapted for such a purpose. A meeting of the directors will be held in a few days, when the question of opening books for subscription to the stock of the road will be discussed.—*Balt. Sun, Apr. 30.*

The directors of the Port Royal Railroad Company recently elected, are: George T. Jackson, John P. King, H. R. Cook, B. W. Lawton, Josiah Sibley, D. F. Appleton, W. F. Herring, R. E. Robbins, W. W. Clark, T. P. Branch, J. C. Durant, W. E. Jackson, M. P. Stovall, George T. Jackson was elected President.

Some twenty miles of the eastern extension of the Allegheny Valley Railroad, which is to form the great low grade road between Pittsburg and the seaboard, has been completed, and that portion from Red Bank to New Bethlehem was opened on the 5th inst. for passenger and freight traffic.

The Athens and Schenectady Railroad has commenced operations, and during the navigation season will be used for the transportation of cattle.

H. J. Jewett has been elected President, Daniel Applegate Treasurer, and Wm. Wing Secretary of the Central Ohio Railroad Company.

The grading of the Bucksport and Bangor Railroad will be completed by September 1, 250 men being at work upon it.

The Calumet and Hecla Mining Company has declared a dividend of \$5 per share, payable on the 15th inst.

Columbus, Ohio, has voted, 2,398 to 1,053, to give \$800,000 to the Toledo and Columbus (West Line) Railroad.

**New York Canal Tolls, Tonnage, etc.**

The following particulars of interest to canal forwarders and others are condensed from the tables published in the report of Mr. Wm. Thurstone, Secretary of the Buffalo Board of Trade.

	1870.	1871.	1872.
Canal tonnage..	6,178,769	6,467,888	6,678,370
Tolls at Buffalo.	\$1,060,055	\$1,889,910	\$1,416,049
Tolls at Oswego.	331,166	402,210	388,155
Total tolls of all N. Y. canals..	2,611,577	3,100,838	3,072,412

The tolls from 1847 to 1872 exclusive were:

Tonnage.....	119,396,718
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Tolls at Buffalo.....	\$34,703,307
Tolls at Oswego.....	10,037,971
Total tolls of all New York canals.....	86,410,658

The actual amount of tolls collected to the credit of the Oswego canal, were as follows:

1867.....	\$151,174 71	1870.....	\$111,232 87
1868.....	181,627 97	1871.....	109,491 24
1869.....	160,155 00	1872.....	88,704 48

The per cent of toll revenue received was:

	1868.	1869.	1870.	1871.	1872.
At Buffalo.....	48.0	43.5	40.6	44.8	46.0
Oswego.....	13.2	14.9	15.0	13.0	14.0
Other places.....	38.8	41.6	44.4	42.2	43.0

The total amount of tolls and freight received on all the New York canals for thirty-six years was.....\$237,752,561

Total freight to carriers same period. 130,561,729

Balance to State.....\$107,190,832

The last three years show as follows:

	1870.	1871.	1872.
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Total tolls and freight.....\$7,552,988 \$10,779,887 \$10,468,711

Total tolls to carriers.... 4,941,410 7,679,049 7,576,300

The average per tons freight on upward and downward merchandise between Buffalo and Albany was in

	1869.	1870.	1871.	1872.
Av. upward freight..	\$2 60	\$2 60	\$2 60	\$2 60
Av. downward freight	4 44	3 06	3 70	3 70

Regarding Bessemer steel, which is now so largely manufactured in the United States, a Sheffield (Eng.) correspondent observes, "Bessemer steel continues in great request, its application to new purposes being almost weekly extended. It can be produced so much cheaper than cast steel made in the old way, and yet is so tough and endowed with many of the virtues of best cast steel, that there is no wonder that its use is becoming pretty nearly universal."

The Watson Manufacturing Company, of Paterson, N. J., are building 14 iron bridges for a Costa Rica Railroad. They are also building a bridge for Morris County, N. J.; one for Newark, to cost, \$11,000; one for Jersey City, to cost \$20,000; and they recently completed one for Fourth Avenue, New York, which was 600 feet long and cost between \$35,000 and \$40,000.

The earnings of the Central Pacific Railroad in April, 1873, were \$1,182,920—an increase over April, 1872, of \$183,322. For the first four months of the year the earnings were \$3,654,255—an increase over the corresponding four months of 1872, of \$664,834.

The earnings of the Erie Railway Company for the week ending April 30, 1873, were \$384,329, and since November 1, 1872, \$3,800,582—an increase over the corresponding six months of the previous year of \$281,343.

**BANKING HOUSE OF FISK & HATCH, No. 5 NASSAU-ST., NEW YORK, May 5, 1873.**

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and it is reasonable to suppose the present difference of from TWENTY to THIRTY per cent. cannot be obtained for any great length of time.

We are recommending the following for Exchanges or for new investments—all of them payable in gold, principal and interest:

The CHESAPEAKE AND OHIO SIX PER CENTS at 98 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500, and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day 95, flat. These bonds are \$1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$2,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

We continue to deal in Government and Central Pacific Bonds, receive deposits on which we allow interest, make collections, execute orders at the Stock Exchange for cash, and conduct a general banking business.

We have just published a pamphlet giving a full description of the Chesapeake and Ohio Railroad and its advantages, and particular information concerning the agricultural, mineral and mechanical resources; the remarkable coal and iron deposits; and the opportunities for settlement, investment, and the employment of capital and labor in various industries along its route, copies of which may be had free of charge, upon application in person or by mail to

FISK & HATCH.

The Chief Engineer of the Ligonier Valley Railroad will receive proposals at his office, Latrobe, Westmoreland Co., Pa., until noon, May 12, 1873, for the graduation and masonry of Sections 9, 10 and Y, at Latrobe, of the Ligonier Valley Railroad.

In 1872, 301 cars of pig iron, 285 cars of coal, 3,600,000 feet of lumber, and other materials in proportion were used in the manufacture of Fairbank's scales.



## Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE—RIGHTS OF CARRIERS AND PASSENGERS.

The facts in the recent case of *The Chicago and Alton Railroad Company vs. Randolph*, (58 Ill., 510), are fully and clearly stated in the following opinion by—

WALKER, J.—This action was brought by appellee, in the Logan Circuit Court against appellants, to recover for damages received by him while leaving appellants' train of cars, about the 21st of September, 1868. It appears that, on the evening of the day that the injury was received, appellee procured a ticket at Lincoln for the station at Atlanta, and got upon a freight train while it was still in motion, the employees not intending to stop at the station at Atlanta. There was another passenger got on the train at the same time, who was going to the same place. The train was a through stock and freight train which stopped regularly at certain stations for fuel and water, but not at others, unless signaled to do so to take stock from them, or where there was freight to be delivered.

There is no evidence as to whether appellee made any inquiry, when he purchased his ticket to learn whether the train would stop at Atlanta. Appellee and the other passenger who got on the train at the same time, both swear that before leaving Lincoln, the conductor informed them that it would. This is denied by the conductor, who swears that he was not in the caboose while at Lincoln, and not until they reached Lawnsdale, when he took up the tickets of appellee and the other passenger, when, he swears, he informed them that the train would not stop at Atlanta, unless there should be stock at that point for shipment, but that he would run very slowly on the grade south of Atlanta, where they might jump off safely if they chose, which they agreed to do. The conductor seems to be corroborated in his statement by the brakeman and another passenger on the train.

It appears that, when the train reached the grade and was running slowly, the conductor informed appellee and the other passenger for Atlanta, that then was their time to leap from the train, which they refused to do, whereupon they were informed that the train would not stop. On reaching that point both men went out on the platform, and appellee leaped from the train, and in falling injured himself, but the other passenger remained on the train and was carried to the next station, where he was put off without injury. On a trial in the court below, appellee recovered a verdict for \$1200, upon which judgment was rendered, and the case is brought to this court on appeal, and various errors are assigned.

It is contended by appellee, that he leaped from the train under the orders of the conductor; but on the other side it is denied that the conductor gave any such orders, or that he, at that time, even made any suggestion that he could or might leap from the train in safety. On the trial, appellants asked this instruction, but it was refused.

"The court further instructs the jury, for the defendant, that even if the jury should believe, from the evidence, that the conductor or brakeman told the plaintiff, at the time he jumped off the train, that he would do so with safety, and yet left it voluntary with plaintiff to get off or not,

then what the conductor or brakeman might have said at the time (if the jury believe, from the evidence anything was said by them) did not release the plaintiff from the duty of exercising reasonable judgment and caution as to whether it was safe to get off or not. If the jury believe, from the evidence, that, under all the circumstances existing at the time, a man of ordinary prudence, situate as the plaintiff was, would not have jumped off, the jury should find for the defendant."

It is urged that it was error in the court to refuse this instruction.

In the conflict in the testimony, this instruction should have been given. If the conductor only gave it as his opinion that appellee could leap from the train in safety and appellee acted upon his suggestion, still it was his duty to exercise his judgment whether or not it was safe; and if the conductor only gave it as a matter of opinion, still, if the danger was so apparent that a prudent man, similarly situated, would not have attempted to leap from the train, then appellee was guilty of negligence, and should not be permitted to recover. He was bound to exercise ordinary prudence, if left to act voluntarily, and was not acting under constraint. The instruction only asserted these propositions, and it should have been left to the jury to determine whether appellee was under constraint when he leaped, and if not, whether he acted with ordinary prudence.

It is also urged that the court erred in refusing to give appellant's tenth instruction, which is this:

"If the jury believe, from the evidence that the train in question sometimes did and sometimes did not stop at Atlanta and that this was known to the plaintiff before getting on said train, or before the same left Lincoln, then it was the duty of the plaintiff to ascertain, from some one authorized person before becoming a passenger, whether said train would or would not stop at Atlanta on the trip in question. And if the jury believe, from the evidence that the plaintiff got on said train, knowing such stoppage to be uncertain, then the defendants were not bound to stop said train at Atlanta for his accommodation, and the taking plaintiff's ticket by the conductor did not constitute a contract to stop at Atlanta."

No one will question the legal right of a railroad company to appropriate a portion of their trains exclusively to the carrying of freight, and to entirely exclude passengers from such trains. Their obligations to the public only require them to furnish sufficient passenger trains to accommodate the travel, and such freight trains as the business of the country along their line requires. They are not required to carry passengers on their freight trains, or freight on their passenger trains. But they may if they choose do either. It then follows, that when a passenger purchases a ticket, he only acquires the right to be carried according to the custom of the road. When he obtains a ticket, he has a right to go to the place for which it calls, on any train that usually carries passengers to that place. But he does not acquire the right to insist that the company shall send him on a special train, or out of the customary course of their road.

When a traveler obtains such a ticket, he should inform himself as to the usual mode of travel on the road, and so far as the customary mode of carrying passengers is reasonable he should con-

form to it. These companies have passenger trains that only stop at the principal stations on their roads, and the right so far as we know has never been challenged, when they furnish a reasonable number of other trains, stopping at all stations, to accommodate public travel. And when a person purchases a ticket, he should ascertain whether the train will only stop at the principal stations, or at all of them, before he gets on a passenger train, and were he to get on one that was not accustomed to stop at the station to which he desired to go, he would not without an agreement to stop, have any right to insist upon the company's changing the course of their business for his accommodation. The requisite information can always be had from the agent when the ticket is procured, and it is but reasonable to require passengers to obtain the information and to act upon it.

If, then, the company may run passenger trains that only stop at designated stations, furnishing reasonable means for carrying passengers to all their stations, it is more reasonable that they may run freight trains which only stop at certain stations for fuel and water, or at such other stations as the transportation of stock or freight may require. And it is but reasonable that the company may exclude all passengers from such trains, or only carry them to the places at which they are accustomed to stop; and if a person gets upon such a train, without any agreement that they will stop at an unusual place of stopping he cannot require the company to change the usual course of their business for his accommodation, and to serve his convenience. Should a person get on such a train, without the consent of the employees of the road, the taking up of his ticket merely without an agreement to stop at the desired station, would not amount to an undertaking by the company to put him off at that place. In such a case, the passenger is in the wrong, and has no right to insist that he should be safely put off at the point he desires, or to be carried through without charge. The instructions are in harmony with these views, and should have been given. For the refusal to give these instructions, the judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

The *Philadelphia Ledger* reports the total anthracite coal tonnage for the week ending April 26, at 415,484 tons, and for the coal year at 4,821,932 tons, against 4,805,231 tons to corresponding time last year, being an increase of 16,701 tons. The bituminous tonnage for the week is 61,346 tons, and for the year 597,266 tons, giving a total of all kinds for the week of 476,830 tons, and for the year 5,419,197, tons, an increase as against production to same time last year of 117,303 tons.

Agreeably with their custom of spreading information concerning enterprises they have in hand, Messrs. Frisk & Hatch have issued in pamphlet form a summary of the advantages of the Chesapeake and Ohio Railroad for carrying a large through traffic, together with suggestions on the production and shipment of breadstuffs, &c., the consumption of iron and coal and other topics in which the Chesapeake and Ohio Railroad has a direct interest.



The total tonnage of the Columbus and Hocking Valley road for the month of April was 73,344 tons. Total earnings of company for same time, \$93,137 53.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREHOLDERS of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. OATLIN, Secretary.

### Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED until noon of THURSDAY, May 15th, 1873, for the GRADING AND MASONRY of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orrville and Wooster, Ohio, about 13 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Cresline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Pierceton, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfillment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

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Chief Engineer.

Pittsburgh, April 22, 1873.

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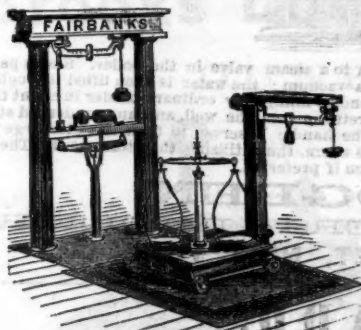
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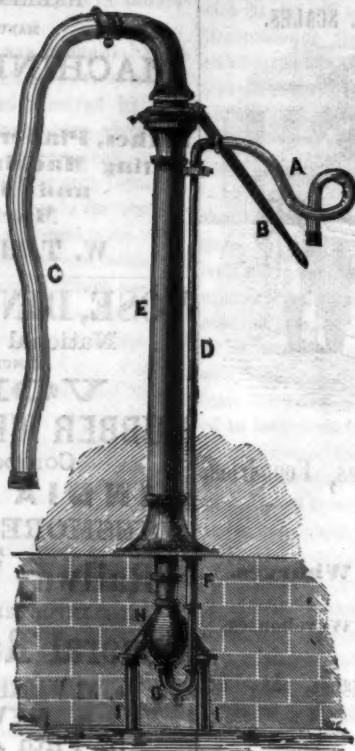
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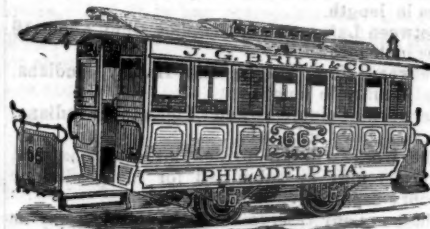
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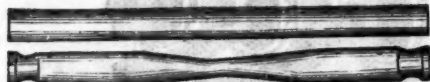
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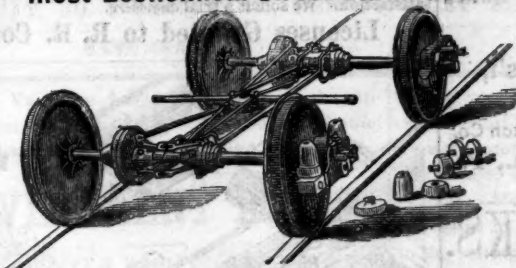
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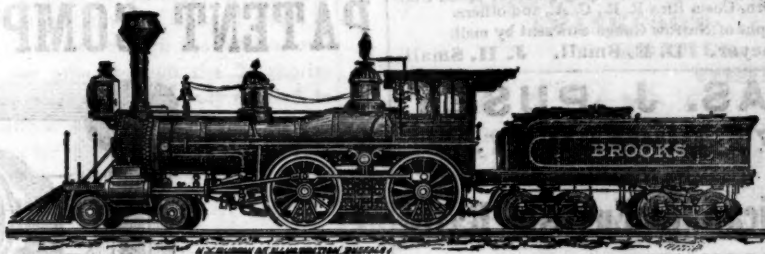
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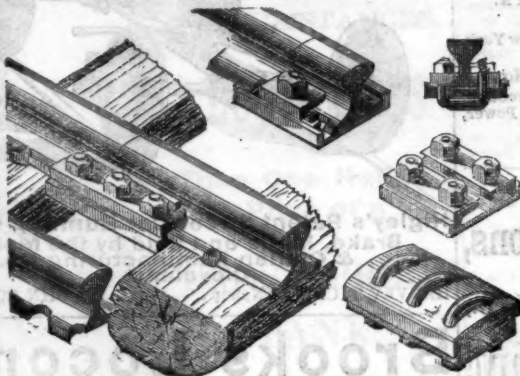
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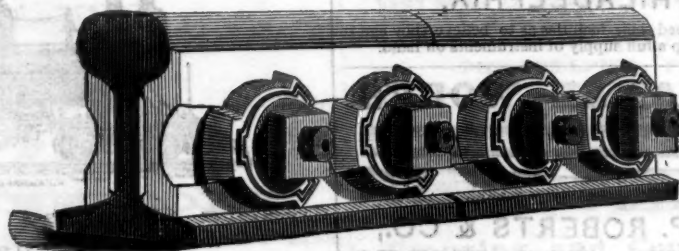


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